



Harding Town Center Transportation Plan

APPENDIX A **Existing Transportation Facilities and Needs**



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APPENDIX A Existing Transportation Facilities and Needs

The intersection of Harding Road and White Bridge Road in Nashville, approximately four miles southwest of the Central Business District, is located at the center of a growing activity center. Figure A-1 provides a location map that defines the boundaries of the detailed neighborhood plan focus area, along with the broader area examined to understand areawide traffic flow patterns.

Mixtures of commercial, office and retail land uses within the neighborhood plan focus area, coupled with large areas of surrounding residential land use, create traffic congestion throughout the Harding Road corridor, particularly at the Harding Road / White Bridge Road intersection. With additional growth and redevelopment planned for the near future, the transportation needs of the area increase and become more complex. Appendix A provides a description of the existing transportation facilities and services offered in the area.

Roadways

In order to understand the transportation needs in the detailed neighborhood plan focus area, it is necessary to identify the existing transportation for the surrounding area used to satisfy regional trips.

The area contains many roadways that serve the needs of the community. Figure A-2 shows the major road network through

the area and illustrates the functional classification of each road. The following roads traverse the detailed neighborhood plan focus area.

Roadways in the Neighborhood Focus Area

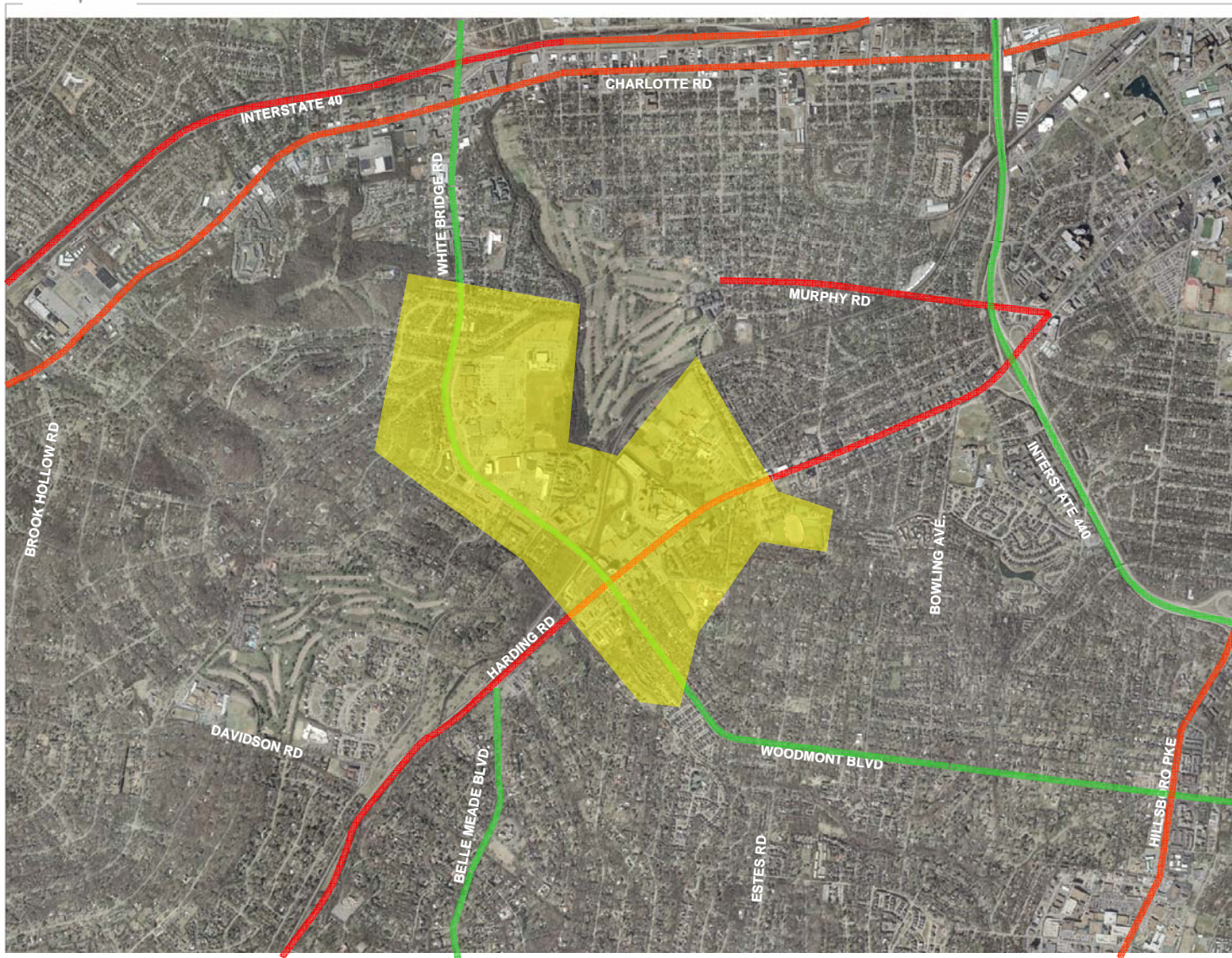
Harding Road

Harding Road (US-70S) is the major east-west artery through the corridor. Functionally classified as a six-lane Urban Arterial, Harding Road is currently a five-lane section (including a center turn lane) through most of the study area. From the west, Harding Road serves the suburbs of Belle Meade and Bellevue and connects with Interstate 40. The eastern portion of Harding Road connects the study area with Interstate 440 and provides access to Vanderbilt University and downtown Nashville. Numerous hospital, retail and office developments are located along this facility, including the portion within the study area. Much of the development that fronts Harding Road within the study area has open parcel access including parking areas that often meet the roadway, creating a “sea of pavement.”

The location of Harding Road relative to other communities in the Nashville area and the cluster of nearby developments frequently create heavy traffic congestion during the morning and afternoon peak travel periods.



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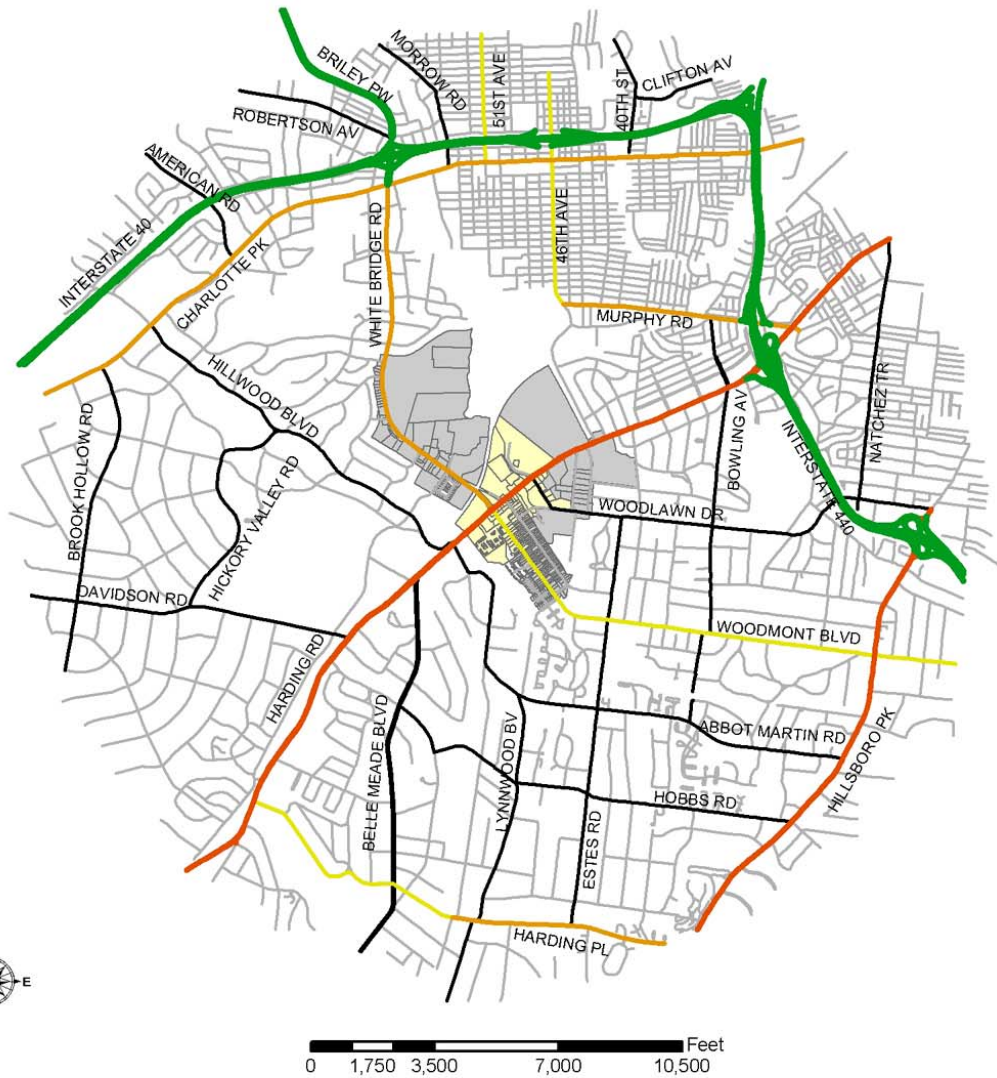


**Figure A-1:
Location Map**

- Radial Routes
- Cross Radial Routes
- Overall Study Area



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**Figure A-2:
Roadway Network
and Functional
Class**

Study Area

Roadway Classification

- Freeways
- Urban 6 lane Arterial
- Urban 4 lane Arterial
- Urban 2 lane Arterial
- Minor Collector
- Local Streets

Detailed Neighborhood Plan Focus

Overall Study Area

Source: Nashville and Davidson County

This map is intended for planning purposes only.



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White Bridge Road

White Bridge Road (SR-155) is the major north-south route in the study area. To the north, White Bridge Road connects directly to Interstate 40 and Briley Parkway, a limited access facility that loops around the northern portion of Nashville. South of the Briley Parkway connection, White Bridge Road serves the Nashville State Technical Institute and several office and retail complexes before intersecting with Harding Road. This facility is functionally classified as a four-lane Urban Arterial, and the section that extends through the study area is five-lanes (including a center turn lane). The portion of this roadway that crosses over Richland Creek and a CSX rail line, just north of the Harding Road intersection, is constructed above grade.

This facility routinely witnesses some traffic congestion at the key intersections of Harding Road and Interstate 40. This congestion is generally less severe than the congestion occurring along Harding Road.

Woodmont Boulevard

To the south of the Harding Road / White Bridge Road intersection, both the name and character of White Bridge Road change as the facility is known as Woodmont Boulevard and the road is functionally classified as a two-lane Urban Arterial. Woodmont Boulevard runs southeast through the study area before shifting eastward. The predominant development along Woodmont Boulevard is single-family residential housing, though office space is located near the Harding Road intersection. Minor traffic congestion occurs

along the Woodmont Boulevard approach to Harding Road during peak periods.

Kenner Avenue

Kenner Avenue is another key roadway in the study area that is located north of, and parallel to, Woodmont Boulevard. From the south, Kenner Avenue terminates at Estes Road, while the northern terminus of Kenner Avenue dead ends approximately 600-feet beyond the Harding Road intersection. The dead-end actually follows the path of Old White Bridge Road, which contains a bridge over Richland Creek that has been closed to vehicle access via signs and blockades. Kenner Avenue is functionally classified as a Local Street and is a two-lane facility south of Harding Road and a three-lane facility north of Harding Road. The southern portion of Kenner Avenue connects residential areas with Harding Road and also serves some office developments near the Harding Road intersection. The northern section of Kenner Avenue serves a large office building and a retail shopping center.

Kenner Avenue is subject to cut-through traffic wishing to avoid the Woodmont Boulevard intersection with Harding Road during peak periods. This results in larger amounts of traffic than might be expected for a local street.

Woodlawn Drive / Bosley Springs Road

Woodlawn Drive is functionally classified as a Minor Collector and serves the southeastern part of the study area. From the east, Woodlawn Drive begins at Hillsboro Pike and serves primarily residential areas and the Ensworth Elementary School before intersecting with Harding Road. The eastern



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portion of the road is a two-lane section. The existence of the school and the connection to Hillsboro Pike creates some cut-through traffic along Woodlawn Drive.

To the west of the Harding Road intersection, Woodlawn Drive becomes known as Bosley Springs Road. This roadway connects directly to St. Thomas Hospital. The western portion of the road is primarily a three-lane section (including a center turn lane).

Post Road

Post Road is functionally classified as a Local Street and runs north of, and parallel to, Harding Road. From the west, this two-lane facility serves residential areas until connecting with White Bridge Road. In peak periods, Post Road handles cut-through traffic for those vehicles avoiding the congested conditions along Harding Road.

Roadways of Regional Interest

Additionally, there are many roads outside the detailed neighborhood plan focus area that are of regional interest to the study area. These include the following:

Interstate 40

Interstate 40 (I-40) is a limited access east-west facility that traverses the state of Tennessee, connecting North Carolina to the east and Arkansas to the west. Within Nashville, I-40 runs through the southwestern portion of the city and north of Harding Road. The freeway carries six to eight travel lanes

and includes interchanges at 46th Avenue and Briley Parkway/White Bridge Road (among others).

Interstate 440

Interstate 440 (I-440) is a limited access circumferential route located about three miles southwest of downtown Nashville. This freeway carries four to six travel lanes and includes interchange connections at I-40 and Harding Road (among others).

Charlotte Pike

Charlotte Pike (US-70) is another major east-west arterial route through southwestern Nashville. Located between I-40 and Harding Road, Charlotte Pike is functionally classified as a four-lane Urban Arterial. This route connects downtown Nashville on the east side with residential and industrial areas to the west.

Hillsboro Pike

Hillsboro Pike (US-431) is another major arterial that runs near the study area. Located to the southeast of Harding Road, Hillsboro Pike also connects downtown Nashville with outer areas in southern Nashville. The functional classification for this facility is a six-lane Urban Arterial.

Key Intersections

The detailed neighborhood focus plan area contains five signalized intersections. In addition, the transportation plan considered six additional signalized intersections in the



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surrounding area. Appendix G shows the lane configuration and signal phasing schemes for each of these intersections. Within the overall study area, several intersections are important to the traffic operations of the area. However, four signalized intersections are within the most congested section of Harding Road – from White Bridge Road to St. Thomas Hospital. These intersections are described below.

Harding Road at White Bridge Road / Woodmont Boulevard

The intersection of Harding Road with White Bridge Road / Woodmont Boulevard represents the most critical intersection in the study area, and as the analysis will later demonstrate, is the largest source of vehicle delay. Near this intersection, the eastbound Harding Road approach contains two through lanes and one left turn lane. The westbound Harding Road approach contains two through lanes, one left turn lane, and an extra right turn lane. The extra right turn lane stretches from just east of Kenner Avenue to White Bridge Road and offers a free flow movement onto White Bridge Road. Additionally, the southbound White Bridge Road approach to the intersection contains two left turn lanes, one southbound through lane, and one right turn lane. The northbound Woodmont Boulevard approach offers one left turn lane, one through lane, and one right turn lane. Both the southbound and northbound approaches experience a change in elevation as they near the intersection – dropping to grade elevation before intersecting with Harding Road.

Harding Road at Kenner Avenue

Harding Road intersects Kenner Avenue approximately 450-feet east of its intersection with White Bridge Road. This

intersection is also critical due to the proximity with White Bridge Road and the traffic induced by the development of this area. The close spacing between White Bridge Road and Kenner Avenue makes it difficult for the intersection to operate efficiently. The intersection serves an important role in providing access to office buildings on both sides of Harding Road.

Harding Road at Woodlawn Drive / Bosley Springs Road

Harding Road intersects Woodlawn Drive / Bosley Springs Road approximately 1,050-feet east of its intersection with Kenner Avenue. The presence of the hospital and other local destinations, coupled with heavy through traffic, makes this a key intersection as well. This intersection serves heavy turning traffic volumes for people traveling to/from St. Thomas Hospital. As growth occurs, in accordance with the hospital's master plan, this intersection will play an even more significant role in the area's traffic operations.

Harding Road at St. Thomas Drive

This T-intersection is designed to serve only traffic intended for St. Thomas Hospital. Located approximately 670-feet east of the intersection of Harding Road and Bosley Springs Road / Woodlawn Drive, St. Thomas Drive has a unique lane configuration at its intersection with Harding Road. The left turning movements into and out of the hospital are separated spatially within the St. Thomas Drive approach to allow these movements to function during the same signal phase. The right turning movements into and out of the hospital are channelized (see Appendix G). This configuration results in a large amount of uncontrolled area in the middle of the intersection. A



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pedestrian crosswalk is located within this uncontrolled area, though no sidewalk exists to accommodate pedestrians wishing to cross the street.

Interparcel Connections

Given the traffic congestion and large mixture of land uses that front Harding Road, connectivity between parcels is important in reducing additional trips on Harding Road and creating an environment consistent with the community vision. The following paragraphs summarize the connectivity within and between each quadrant of the study area.

Northeast Quadrant

The northeast quadrant offers no connectivity between the hospital and the retail areas to the south. This affects vehicle and pedestrian movement for local trips as Harding Road must facilitate the movements between these two areas.

The northeast quadrant and the northwest quadrant are linked via an underpass of White Bridge Road. This road operates as a good local connector between the retail areas of the quadrants, but it is also used by cut-through traffic seeking to avoid the congestion of Harding Road. The parking deck of a large office building is along this local connector street as well.

Southeastern Quadrant

The roadway network of Kenner Avenue / Woodlawn Drive / Ridgely Drive provides good connectivity to the eastern portion of this quadrant. However, the western portion of the quadrant is not as well connected. Kenner Avenue and

Woodmont Boulevard run parallel to each other south from Harding Road without connection for approximately 3,000-feet – limiting flow between quadrants on the local road system. Much of the development in this area can only be reached by using Harding Road.

Northwestern Quadrant

This quadrant has fewer connectivity issues due to the physical constraints of Richland Creek and the greenway area that are located within. The Belle Meade Plaza development is located within this quadrant and is currently connected to the northeast quadrant via the underpass of White Bridge Road.

Southwestern Quadrant

An existing easement within the southwestern quadrant connects the signal at Harding Road associated with the Belle Meade Plaza through the quadrant to Woodmont Boulevard. Movement between the southeast and southwest quadrants is dampened by the lack of connection between Woodmont Boulevard and Kenner Avenue.

Traffic Signal System

Several intersections within the study area are controlled via traffic signal, including those identified as key intersections above. The signalized intersections in the study area are:

- Harding Road at Belle Meade Boulevard
- Harding Road at Hillwood Boulevard
- Harding Road at Belle Meade Plaza



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- Harding Road at White Bridge Road
- Harding Road at Kenner Avenue
- Harding Road at Woodlawn Avenue / Bosley Springs Road
- Harding Road at St. Thomas Hospital Access Road
- Harding Road at Ensworth Avenue / St. Cecilia Access Road
- Harding Road at Cherokee Road
- White Bridge Road at Post Road
- White Bridge Road at Nashville State Technical Institute Access Road
- White Bridge Road at Knob Road

The traffic signals along Harding Road are operated within a coordinated signal system. Nashville-Davidson County has a project currently underway to upgrade signal timing at these intersections, in an effort to minimize existing congestion. The coordinated signal system is presently running a cycle length of 140 seconds during the AM peak period and 120 seconds during the PM peak period.

Transit Services

Local bus transit is provided by the Metropolitan Transit Authority (MTA) as an alternative to automobile travel. As seen in Figure A-3, one route (Route 3) runs directly through the study area, while three other routes (Routes 10, 13 and 21) operate near the study area.

Route 3 traverses two different paths through the study area. While all Route 3 buses run between downtown Nashville and the Harding Road / White Bridge Road intersection, some

Route 3 buses continue west along Harding Road to Bellevue, while others go north along White Bridge Road to the Charlotte Road intersection. Route 3 buses operate seven days a week with 20-minute headways during peak weekday conditions. The buses operate from 5:30 AM to 11:00 PM during the week and from 6 AM to 7 PM on the weekends. Route 3 contains transit stops at several key intersections within the study area, including:

- White Bridge Road / Woodmont Boulevard
- Kenner Avenue
- Woodlawn Drive
- St. Thomas Hospital
- Dominican Campus
- Several office and retail developments

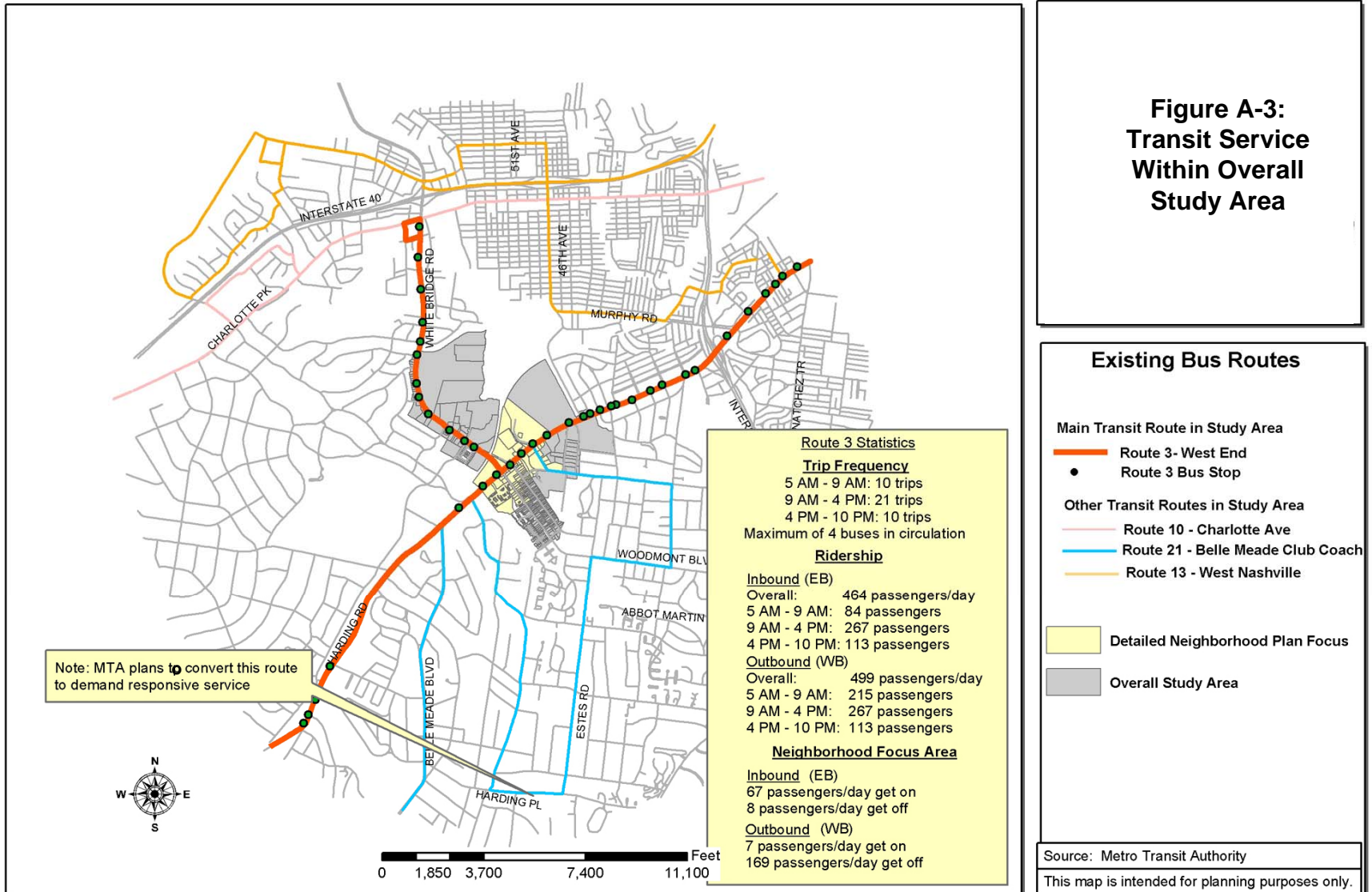
St. Thomas Hospital and the Dominican Campus are primary transit destinations within the study area.

Between the other three transit routes that operate near the study area, Route 10 operates with the most frequency. Route 10 runs parallel to Route 3 along Charlotte Avenue and connects the western portion of the city with downtown. This route operates seven days a week with 15 to 20-minute headways during peak times. Route 21 actually runs coincident with Route 3 for a small segment along Harding Road, just west of the White Bridge Road intersection. Route 21 is a smaller route that primarily circulates the residents of Belle Meade to retail and office destinations on Harding Road. This route offers less than ten trips a day and operates at about 50-minute headways, Monday through Friday.



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**Figure A-3:
Transit Service
Within Overall
Study Area**





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Due to low ridership, MTA is preparing to convert Route 21 into a demand responsive service to meet the needs of the local community.

Finally, Route 13 serves the West Nashville neighborhood and downtown areas. This route offers only six trips a day, Monday through Friday.

In addition to traditional bus transit service, the Regional Transit Authority (RTA) of Nashville has spearheaded efforts for a commuter rail system to connect neighboring communities with downtown Nashville. An eastern line is slated for completion in 2005, and a western line that would connect downtown Nashville with Belle Meade, Bellevue and other outlying communities is also part of the planned commuter rail network. Specific alignments and timetables for this westerly line have not been formulated.

Pedestrian and Bike Facilities

Figure A-4 provides a listing of the sidewalks, crosswalks, planned bikeways and planned greenway trails within the area. Pedestrian and bicycle travel modes are available within the study area, but the existing facilities do not support these travel modes as well as they could.

Along the White Bridge Road segment, sidewalks are available on both sides of the roadway. Sidewalks, however, are not as plentiful along the Harding Road and Woodmont Boulevard segments. As previously mentioned, large stretches of open

access are present along Harding Road, particularly between White Bridge Road and Bosley Springs Road. This open area results in pedestrian facilities that are not well defined, which discourages pedestrian travel by creating more potential sources of conflict. Within the residential sections of the study area south of Harding Road, sidewalks are generally not present.

Pedestrian Crossings

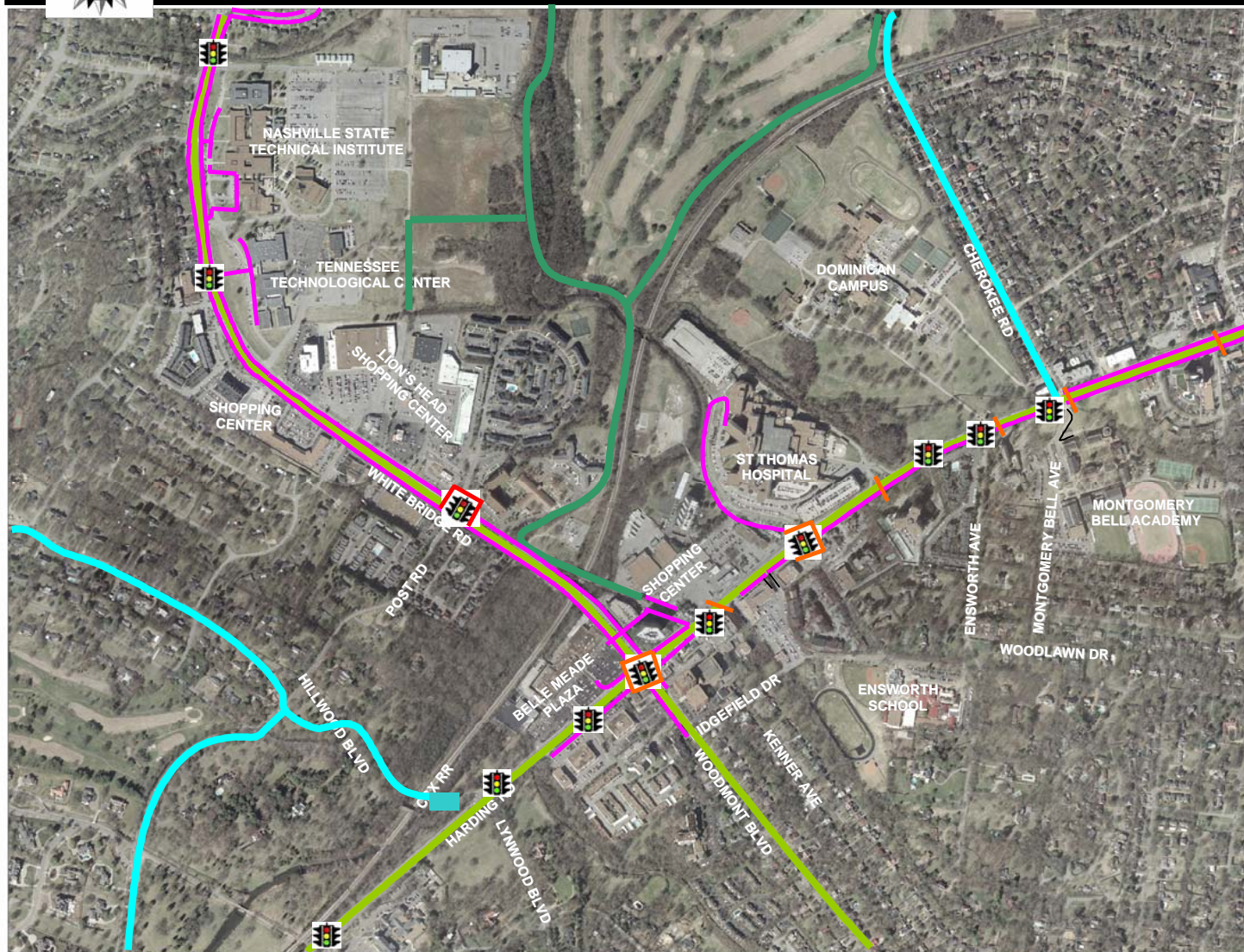
Pedestrian movement and crossing of Harding Road and White Bridge Road are key study issues because fostering a pedestrian oriented environment is a primary goal of the community-based vision for the study area. Pedestrian crossings in general are difficult along Harding Road due to the heavy traffic flows found along the corridor. Crosswalk markings using two solid white lines to define the walking area and handicapped accessible ramps are generally present along the corridor. The primary pedestrian activity area exists along Harding Road from west of Belle Meade Plaza to just east of St. Thomas Hospital. The following is a summary of pedestrian crossing conditions within this activity area.

Harding Road at Belle Meade Plaza

This crossing offers access to the office space and retail areas on each side of Harding Road. Pedestrians wishing to cross Harding Road can use this location as an option to avoid the congestion and unfavorable conditions at the Harding Road / White Bridge Road intersection. There are no crosswalks or pedestrian signals at this intersection.



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**Figure A-4:
Existing and
Planned
Pedestrian and
Bicycle Facilities**

-  Sidewalks
-  Crosswalk
-  Planned Greenway Trail
-  Proposed Bike Lanes
-  Proposed Wider Outside Lanes
-  Traffic Signal Location

Note: Proposed bike lanes and wider outside travel lanes for bikes were identified in the Strategic Plan for Sidewalks And Bikeways, Nashville – Davidson County Metro Planning Department



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Harding Road at White Bridge Road / Woodmont Boulevard

The orientation of this intersection makes pedestrian crossings difficult. The free flow right turn lane configuration, coupled with a heavy turning movement, make crossing White Bridge Road problematic for pedestrians. Likewise, the split phased signal plan to accommodate heavy turning movements from White Bridge Road / Woodmont Boulevard to Harding Road creates difficulty for those pedestrians wishing to cross Harding Road.

Harding Road at Kenner Avenue

The pedestrian crossing at this intersection is adjacent to the areas of open access and seas of pavement discussed previously. A lack of sidewalks in the residential areas south of Harding Road inhibits pedestrians from better using this crossing. Additionally, the location of the existing pedestrian push button in the northeast quadrant of this intersection is oriented towards the street and near the curb of Harding Road, making it difficult to activate the signal without interfering with traffic.

Harding Road at Bosley Springs Road / Woodlawn Drive

This pedestrian crossing is an important linkage for walkers and transit riders that work at the hospital. However, the elevation difference between the hospital and intersection restricts the amount of pedestrian activity that could be realized at this crossing. Future redevelopment of the area could improve the pedestrian operations in this area.

Harding Road at St. Thomas Hospital

As mentioned, this intersection has a non-standard lane configuration that provides pedestrian crossing free from conflicts by turning vehicles. The pavement markings used at this intersection are also atypical of those found elsewhere in the study area. Instead of the simple white lines, this crossing has a textured surface with reflective qualities to better alert drivers of its presence. From an operations standpoint, this crossing provides an important pedestrian link to eastbound MTA bus routes. However, the intersection is lacking sidewalks and ADA ramps that would be useful for good connection to the hospital.

Greenways and Bikeways

Currently, there are no designated bike lanes within the study area. Potential bike lanes were identified in the *Nashville-Davidson County Strategic Plan for Sidewalks and Greenways*. This plan proposes to install bike lanes on Harding Road, White Bridge Road and Woodmont Boulevard as well as widen the outside shoulders of select neighborhood streets for greater bike access. Additionally, the proposed Richland Creek Greenway runs through the northeast quadrant of the study area, near the CSX Railroad and along the perimeter of McCabe golf course, St. Thomas Hospital, and the St. Cecilia campus. This greenway could potentially include pedestrian and bicycle connections to neighborhoods and office and retail developments along Harding Road and White Bridge Road. One planned connection for the greenway is to use the bridge over Old White Bridge as a pedestrian and bicycle link and a gateway entrance into the greenway.



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Travel Demand Management

The Regional Transit Authority (RTA) and MTA of Nashville offer many programs aimed at getting people to carpool and reduce trips. “Ride Matching” services to find people with similar commuting patterns, guaranteed rides home for those that carpool, van rentals for pooling and park-n-ride lots adjacent to bus stops are among the strategies used by RTA and MTA. Additionally, regional bus routes, High Occupancy Vehicle (HOV) lanes, and commuter rail are either in place or planned within the region.

In terms of immediate affect on the study area, park-and-ride lots are located in the suburb of Bellevue, and can be used to ride transit Route 3 as an alternative to driving. Additionally, the commuter rail plan specifies a western line that would connect downtown Nashville with Belle Meade, Bellevue and other outlying communities. The timetable for this project is unclear, but the line would likely run near or through the study area.

Another strategy to reduce congestion during peak periods is already in practice by St. Thomas Hospital. The practice of staggered, off-peak work shifts at the hospital prevents the traffic congestion from being worse along Harding Road.



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APPENDIX B **Observed Traffic Conditions**



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APPENDIX B Observed Traffic Conditions

Existing transportation conditions were determined for the study area, including Harding Road, White Bridge Road, and Woodmont Boulevard. The existing transportation facilities and traffic flow conditions were examined from a variety of sources, including:

- Existing traffic counts conducted at TDOT count stations;
- Supplemental traffic volume and turning movement counts conducted by the consultant study team, and
- Field observations to determine travel time and queuing.

The following paragraphs summarize the existing traffic flow conditions.

Regional Traffic Characteristics

Traffic counts from TDOT field stations were gathered for all major roads within two miles of the study area. The traffic volume counts were analyzed to determine generalized roadway level of service (LOS) based on solution sets to the *Highway Capacity Manual* (HCM) methods for arterial analysis. LOS is a measure of effectiveness that uses a letter designation (A through F) to describe a range of operating conditions. LOS A indicates very low vehicle delay while F represents high delays. LOS E most often represents flow at or near capacity of the roadway, and is generally considered

unacceptable to most motorists. Therefore, LOS D is typically considered to be the upper limit of acceptable delay. As seen in Figure B-1, the results of this analysis revealed that Harding Road, east of the White Bridge Road intersection and within the study area, and Interstate 440 were operating at LOS F. Additionally, both the western portion of Harding Road and a segment of White Bridge Road were operating at LOS E.

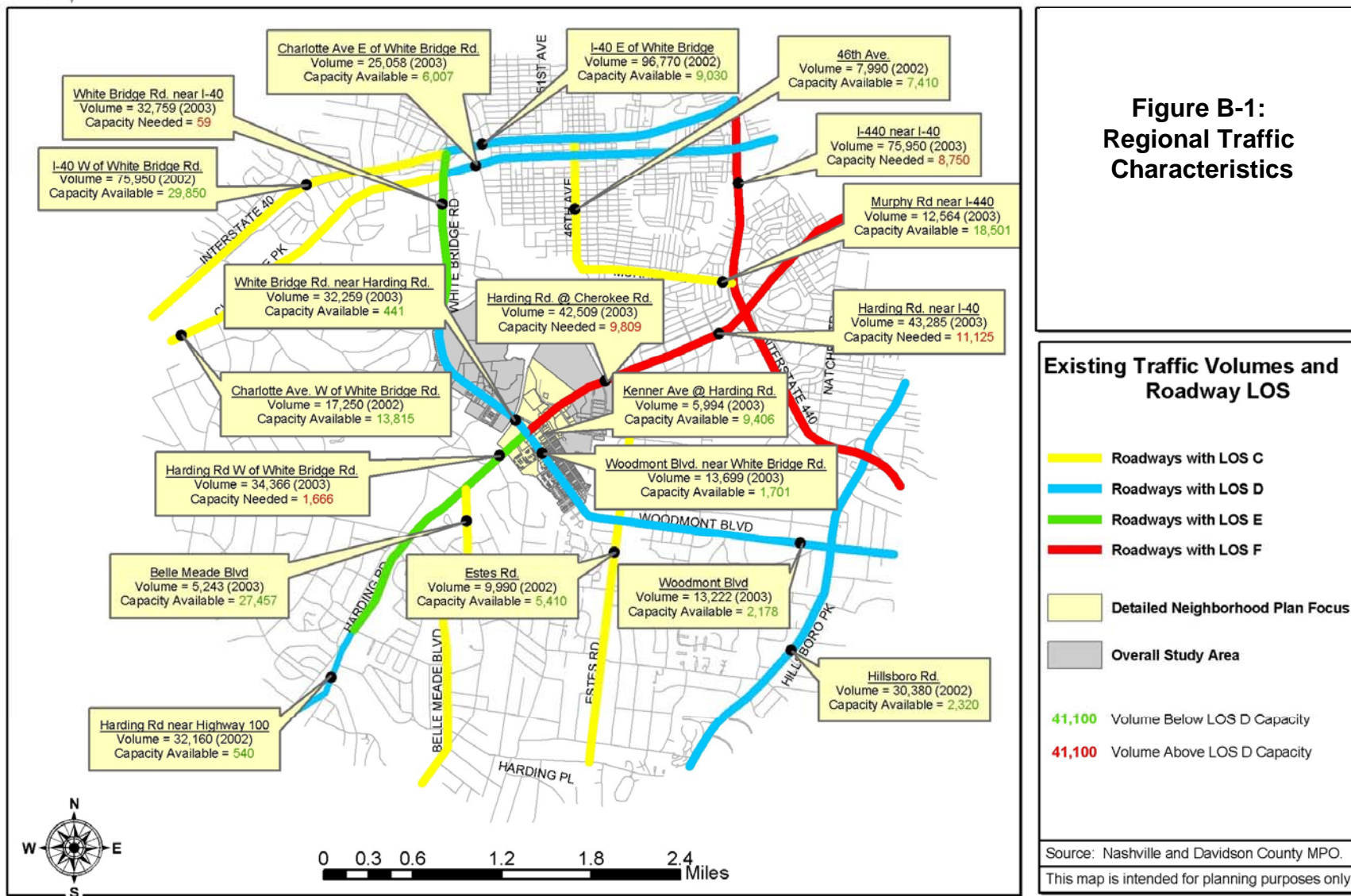
Study Area Traffic Characteristics

Application of the generalized LOS standards from the previous section indicate LOS deficiencies within the study area (LOS worse than D). In order to understand the specific causes of the traffic congestion, detailed intersection operations analyses were performed. Intersection turning movement traffic counts were collected at key intersections in the study area. The collection was performed in January 2004 during the AM and PM peak hours of a typical weekday. Data collection was performed during the Noon peak hour at selected intersections to verify operations during this time period. The traffic volumes and related intersection operations were worse during the congested AM and PM peak hours. Therefore, these time periods were used in the detailed traffic analysis.

In order to project future travel demand and formulate effective solutions to congestion problems, it is important to know how much traffic flows through the study area and how much has one or more trip ends within the study area. This detailed



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information is generally determined through origin-destination (O-D) studies. Though the Nashville region uses O-D studies to forecast traffic patterns for their regional model (produced by the Metropolitan Planning Organization), specific information pertaining directly to our study purpose was not available.

An examination of intersection turning movement counts at crossing roads and driveways, within the study area along the Harding Road corridor, indicates the following characteristics for AM and PM peak hour traffic flow by peak direction:

- AM Peak Eastbound
 - 16% of vehicles traveling from west of the study area on Harding Road will stop in the Belle Meade Plaza area.
 - 57% of the vehicles on Harding Road east of the White Bridge Road intersection will turn off Harding Road before or at the hospital entrances.
- PM Peak Westbound
 - 35% of vehicles traveling from east of the study area on Harding Road will turn off Harding Road prior to reaching White Bridge Road.
 - 18% of vehicles on Harding Road west of the White Bridge Road intersection will turn off Harding Road into Belle Meade Plaza.

Additionally, AM and PM peak hour counts were taken along the interparcel connection between the northeast and northwest quadrants of the study area. These counts demonstrated that vehicles are using this road as a connection between the quadrants (or to cut-through) with through volumes of 253 vehicles in the AM and 358 in the PM.

Observed Conditions

In addition to measuring traffic volumes, field observations were conducted during peak travel times to assist in understanding traffic flow and the causes of congestion along within the study area. As expected from the turning movement counts, significant vehicular congestion was witnessed along Harding Road in both the AM and PM peaks.

AM Observations

The traffic flow is primarily eastbound along Harding Road during the AM peak hour. In the morning, a major queue was regularly observed for the eastbound Harding Road commute. The main portion of the queue stretched from one-half mile west of Belle Meade Boulevard to the White Bridge Road / Woodmont Boulevard signalized intersection. Beyond this intersection, traffic flow remained very sluggish through the Kenner Avenue and Bosley Springs Road intersections. Once east of Cherokee Road, the traffic flowed reasonably well for the eastbound Harding Road commute. Figure B-2 shows the observed areas of congestion, intersection LOS, and high volume turning movements experienced in the study area for the AM peak period.

Additional queuing was evident along the southbound White Bridge Road approach and the northbound Woodmont Boulevard approach to the Harding Road intersection. The high volume of left turns from White Bridge Road onto Harding Road contributed to this problem. The heavy southbound turning volumes require a significant amount of “green time” to be allocated from the traffic signal, which reduces the time available to serve other movements.



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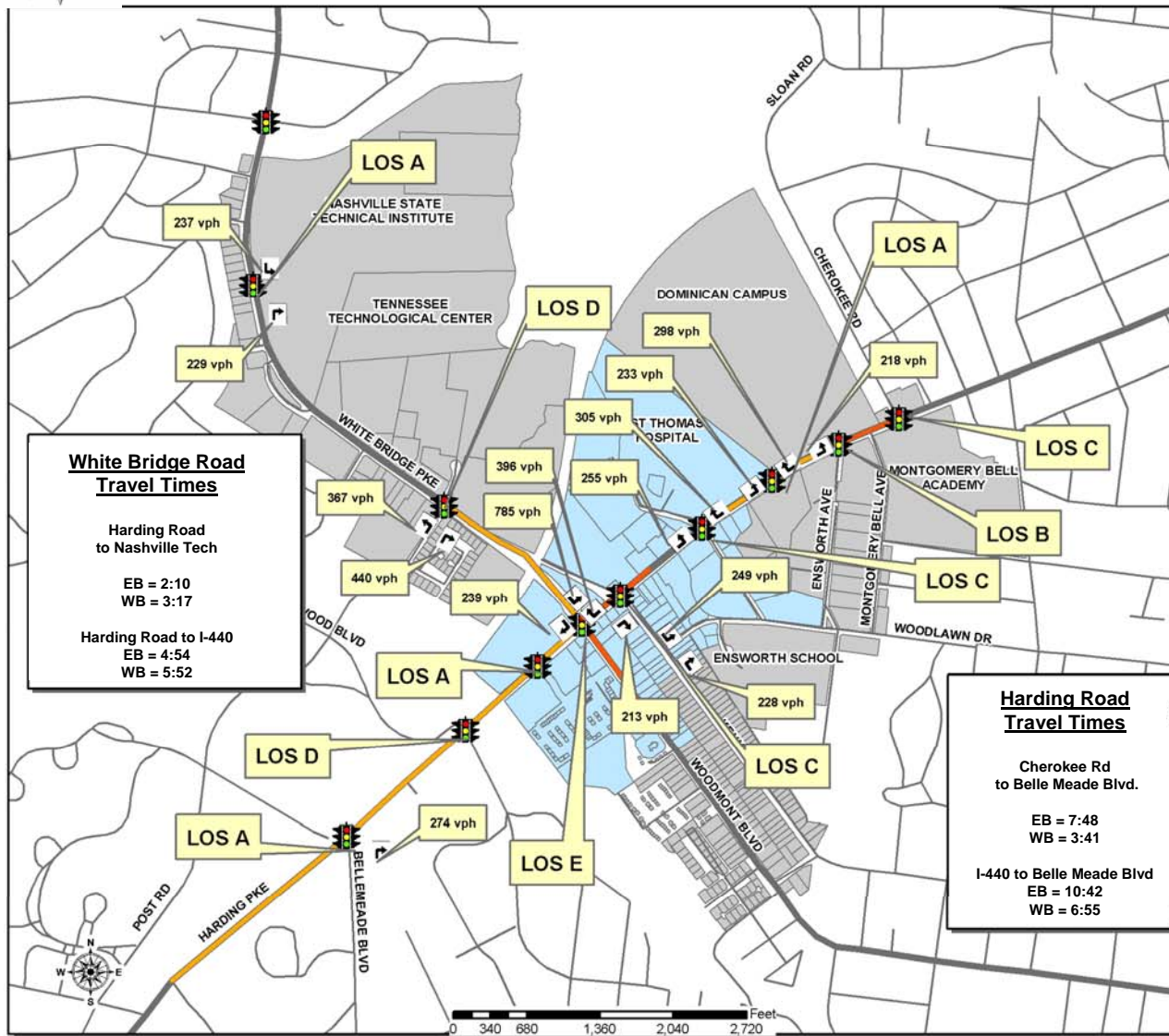


Figure B-2:
AM Traffic
Conditions

AM Peak Hour Traffic Operations

- Major Streets
- Streets
- Detailed Neighborhood Plan Focus
- Overall Study Area
- Traffic Signals
- Observed Congestion NB/WB
- Observed Congestion SB/EB
- High Volume Turning Movements (Left or Right Turns > 200 vph)

Source: Nashville and Davidson County MPO.

This map is intended for planning purposes only.



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This is evident in the existing signal timing, which allows only 44% of the overall cycle length for the critical eastbound through movement. A second factor contributing to congestion in the vicinity of the Harding Road at White Bridge Road intersection is its proximity to the Kenner Avenue traffic signal (approximately 450-feet). During the AM peak hour, heavy SB left turns from White Bridge Road fill in the area between Kenner Avenue and White Bridge Road. As the Kenner Avenue and White Bridge Road signals turn green, there is a considerable delay for start up of Harding Road eastbound traffic as it waits for this queue to clear. Thus, the combination of very heavy southbound left turning movements at White Bridge Road and close spacing between the White Bridge Road and Kenner Avenue signals along Harding Road contribute to delay during the AM peak hours.

Queuing was observed on Post Road as vehicles used this route as an alternate to Harding Road west of the White Bridge intersection. Observations were also made in the residential sections of the study area south of Harding Road, including Woodlawn Drive near the Ensworth School. Traffic volumes in this area were heavy in some places given the mostly residential character of the area, but major queuing or delay was not observed.

In addition to analysis of traffic volumes and field observations, travel time runs were conducted through the study area during the AM peak. As seen in Table B-1, the eastbound commute from Belle Meade Boulevard to the Woodmont Boulevard / White Bridge Road intersection produced the slowest speed (9 mph) through the study area. The portions of Harding Road east of the study area operated reasonably well as did the segment of White Bridge Road

immediately north of the study area. Travel times along southbound White Bridge Road were sluggish with an average speed of 16 mph.

Table B-1

| AM Travel Time Runs | | | | |
|-----------------------------------|-----------|-------------|----------------|------------------|
| Location | Direction | Travel Time | Length (miles) | Avg. Speed (mph) |
| Harding Road | | | | |
| Belle Meade Blvd to Cherokee Road | EB | 7:48 | 1.2 | 9 |
| Cherokee Road to Interstate 440 | WB | 3:41 | 1.2 | 19 |
| Cherokee Road to Interstate 440 | EB | 2:54 | 1.0 | 21 |
| | WB | 3:14 | 1.0 | 19 |
| White Bridge Road | | | | |
| Harding Road to Nashville Tech | NB | 2:10 | 0.9 | 25 |
| | SB | 3:17 | 0.9 | 16 |
| Nashville Tech to Interstate 40 | NB | 2:44 | 1.2 | 26 |
| | SB | 2:35 | 1.2 | 28 |

PM Observations

Figure B-3 shows the observed areas of congestion, intersection LOS, and high volume turning movements experienced in the study area for the PM peak period. As expected, the most predominant queue observed for this period was found to be the westbound traffic on Harding Road east of the intersection with White Bridge Road / Woodmont Boulevard. This queue was found to be worse than the morning back up as traffic stalled for nearly two miles – reaching just east of the Harding Road interchange with Interstate 440. This queuing seemed to be the result of the unloading of many vehicles from many of the office developments along the side street approaches of White Bridge Road, Kenner Avenue, and Bosley Springs Road. The “green time” allocated to the Harding Road westbound through





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movement for these intersections is 35%, 53%, 37%, respectively. Without a longer green period, the through traffic is constrained and subsequently backs up. The extreme queue length can be attributed to the observation that most gaps in traffic are consumed by these heavy side street movements within the neighborhood focus area, causing upstream vehicles traveling west along Harding Road from Vanderbilt University or downtown to back up significantly.

Once west of White Bridge Road, the traffic flowed reasonably well for the westbound Harding Road commute. Additional queuing was evident along the southbound White Bridge Road approach to the Harding Road intersection, which is similar to the morning observation. The northbound Woodmont Boulevard approach to Harding Road backed up about a quarter of a mile, which is worse than what was found in the morning peak. Finally, queuing was also observed on side

street approaches to Harding Road, especially those intersections with hospital access. Cars wishing to turn onto Harding Road from the hospital or other locations in the area had difficulty finding acceptable merging gaps.

Travel time runs through the study area were also conducted for the PM peak period. As seen in Table B-2, the entire westbound commute from Interstate 440 to Belle Meade Boulevard was extremely congested, with an average speed of seven to eight miles per hour. Eastbound Harding Road traffic flowed relatively well during this period, particularly east of the study area. The average travel speed along White Bridge Road from Harding Road to Interstate 40 during the PM period was at least 20 mph in all travel directions.

Table B-2

| PM Travel Time Runs | | | | |
|-----------------------------------|-----------|-------------|----------------|------------------|
| Location | Direction | Travel Time | Length (miles) | Avg. Speed (mph) |
| Harding Road | | | | |
| Belle Meade Blvd to Cherokee Road | EB | 3:34 | 1.2 | 20 |
| | WB | 9:04 | 1.2 | 8 |
| Cherokee Road to Interstate 440 | EB | 1:56 | 1.0 | 31 |
| | WB | 8:30 | 1.0 | 7 |
| White Bridge Road | | | | |
| Harding Road to Nashville Tech | NB | 1:43 | 0.9 | 31 |
| | SB | 2:43 | 0.9 | 20 |
| Nashville Tech to Interstate 40 | NB | 3:23 | 1.2 | 21 |
| | SB | 2:45 | 1.2 | 26 |



Harding Town Center Transportation Plan

APPENDIX C **Traffic Growth Due to Planned Development**



Harding Town Center Transportation Plan

APPENDIX C Traffic Growth Due to Planned Development

The Harding Town Center Transportation Plan analyzed year 2015 conditions with projected traffic volumes to include an estimate of background traffic and growth due to planned development in the area. The following paragraphs summarize the traffic growth assumptions used in the study.

Background Traffic Growth

Traffic in the southwestern Nashville metropolitan area has been growing steadily for the past several years. This growth is projected to continue into the future as well. Since Harding Road and White Bridge Road are primary arterial routes connecting residential areas to the I-440 and I-40 corridors, they serve many through trips (trips with both origin and destination points beyond the Harding Town Center area).

The Nashville area TRANSCAD model output data, provided by the Nashville area MPO, was examined to estimate growth in through traffic between current year 2004 and year 2015, when buildout of the adjacent land is anticipated to occur. An examination of model data indicated the Harding Road area is projected to experience a 1% annual growth rate. An examination of traffic count data in the study area indicates the following patterns of through and local trip making:

- AM Peak Hour – 57% of the eastbound traffic that is present just east of White Bridge Road turns off the roadway between White Bridge Road and Cherokee Avenue.
- PM Peak Hour – 35% of the westbound traffic that is present just west of Cherokee Street turns off the roadway between White Bridge Road and Cherokee Avenue.

Based on the typical turning volumes and percentages indicated from the intersection turning movement counts, the future background traffic growth was assumed to have 50% of trips traveling to/from the Harding Town Center area and 50% of the trips traveling through the study area. This accounts for an additional through traffic growth of 2,100 vehicles per day. This additional volume was added to the existing traffic volumes along the corridor.

Planned Development Traffic Growth

In addition to existing conditions and background traffic growth, planned development in the study area was estimated to assume buildout under current zoning by year 2015.



Harding Town Center Transportation Plan

Therefore, traffic was projected to reflect the additional density possible by quadrant of the Harding Town Center area. These quadrants are named in reference to the intersection of Harding Road at White Bridge Road as follows:

- Northeast Quadrant – This quadrant contains the St. Thomas Hospital campus, H.G. Hills Shopping Center, and Ingram office building.
- Northwest Quadrant – This quadrant contains the Belle Meade Shopping Center. It is the smallest quadrant due to physical constraints caused by Richland Creek and the railroad to the north.
- Southeast Quadrant – This quadrant contains an existing mix of office and retail uses. One key property located in this quadrant is the historic Bookstar property, planned for redevelopment.
- Southwest Quadrant – This quadrant consists of a mixture of office and residential land uses.

Traffic Generation in Study Area

The traffic generated by the possible additional development in the study area was generated based on rates provided in Trip Generation, 7th Edition, by the Institute of Transportation Engineers. Tables C1 through C4 show the traffic generated by each development quadrant. These numbers include an estimate of 15% internal trips capture to reflect interactions between compatible mixed uses.

As these tables show, the additional development planned for the northeast quadrant provides the greatest increase in generated traffic. The traffic generation assumes buildout of development to the maximum allowed under current zoning. It also includes traffic generated by the planned expansion of St. Thomas Hospital, as provided to Metro in February, 2004. If development is proposed which is greater than the assumed amounts, additional analysis is recommended to determine the need for additional transportation improvements. This additional system analysis could be performed in conjunction with analysis of site access points, which may be required by Metro as a part of the development approval process.

Traffic Distribution and Assignment

Once the generated traffic was projected for each quadrant of the Harding Town Center area, it was distributed and assigned to the roadway network. The following distribution was used in the assignment of traffic:

- Harding Road to/from the east – 50% of traffic
- Harding Road to/from the west – 25% of traffic
- Woodmont Road to/from the south – 5% of traffic
- White Bridge Road to/from the north – 20% of traffic

For analysis of the northeast quadrant connector, 75% of the existing and projected traffic traveling between the Northeast quadrant and White Bridge Road is assumed to use the connector roadway.



Harding Town Center Transportation Plan

**Table C-1
Northeast Quadrant Trip Generation**

| Land Use / SF | H. G. Hills Property | | | | St. Thomas Hospital | | | | | | Grand Total |
|-----------------------|--------------------------|--------------------------|----------|--------------------------|----------------------------|----------------------------------|-------------------|-------------------------|----------|--------------------------|-------------|
| | Retail 130,000 sq.ft. | Office 130,000 sq.ft. | Subtotal | Less 15% Shared Trips | Hospital 205,000 sq.ft. | Medical Office 200,000 sq.ft. | Hotel 50 rooms | Church 24,000 sq.ft. | Subtotal | Less 15% Shared Trips | |
| Average Daily Traffic | 8,054 | 1,632 | 9,686 | 8,233 | 4,050 | 7,963 | 446 | 219 | 12,678 | 10,776 | 19,009 |
| Daily Enter | 4,027 | 816 | 4,843 | 4,117 | 2,025 | 3,982 | 223 | 109 | 6,339 | 5,388 | 9,505 |
| Daily Exit | 4,027 | 816 | 4,843 | 4,117 | 2,025 | 3,982 | 223 | 109 | 6,339 | 5,388 | 9,505 |
| AM Peak Hour Total | 183 | 231 | 414 | 352 | 233 | 486 | 34 | 17 | 770 | 655 | 1,007 |
| AM Peak Hour Enter | 112 | 204 | 316 | 269 | 170 | 389 | 19 | 9 | 587 | 499 | 768 |
| AM Peak Hour Exit | 71 | 24 | 95 | 81 | 63 | 97 | 14 | 8 | 182 | 155 | 236 |
| PM Peak Hour Total | 744 | 224 | 968 | 823 | 219 | 576 | 36 | 16 | 847 | 720 | 1,543 |
| PM Peak Hour Enter | 357 | 38 | 395 | 336 | 53 | 155 | 17 | 9 | 234 | 199 | 535 |
| PM Peak Hour Exit | 387 | 186 | 573 | 487 | 167 | 420 | 18 | 7 | 612 | 520 | 1,007 |

**Table C-2
Northwest Quadrant Trip Generation**

| Land Use / SF | Retail 46,694 sq.ft. | Office 46,694 sq.ft. | Single Family 29 units | Subtotal | Less 15% Shared Trips |
|-----------------------|-------------------------|-------------------------|---------------------------|----------|--------------------------|
| Average Daily Traffic | 4,177 | 739 | 332 | 5,248 | 4,461 |
| Daily Enter | 2,089 | 370 | 166 | 2,625 | 2,231 |
| Daily Exit | 2,089 | 370 | 166 | 2,625 | 2,231 |
| AM Peak Hour Total | 101 | 102 | 30 | 233 | 198 |
| AM Peak Hour Enter | 62 | 89 | 7 | 158 | 134 |
| AM Peak Hour Exit | 40 | 12 | 22 | 74 | 63 |
| PM Peak Hour Total | 380 | 132 | 35 | 547 | 465 |
| PM Peak Hour Enter | 182 | 22 | 23 | 227 | 193 |
| PM Peak Hour Exit | 198 | 109 | 13 | 320 | 272 |



Harding Town Center Transportation Plan

Table C-3
Southeast Quadrant Trip Generation

| Land Use / SF | Multi Family 167 Units | Office 127,000 sq.ft. | Subtotal | Less 15% Shared Trips |
|-----------------------|---------------------------|--------------------------|----------|--------------------------|
| Average Daily Traffic | 1,007 | 1,595 | 2,602 | 2,212 |
| Daily Enter | 503 | 797 | 1,300 | 1,105 |
| Daily Exit | 503 | 797 | 1,300 | 1,105 |
| AM Peak Hour Total | 77 | 226 | 303 | 258 |
| AM Peak Hour Enter | 13 | 199 | 212 | 180 |
| AM Peak Hour Exit | 64 | 27 | 91 | 77 |
| PM Peak Hour Total | 94 | 222 | 316 | 269 |
| PM Peak Hour Enter | 63 | 38 | 101 | 86 |
| PM Peak Hour Exit | 31 | 184 | 215 | 183 |

Table C-4
Southwest Quadrant Trip Generation

| Land Use / SF | Multi Family 56 units | Office 51,036 sq.ft. | Subtotal | Less 15% Shared Trips |
|-----------------------|--------------------------|-------------------------|----------|--------------------------|
| Average Daily Traffic | 398 | 792 | 1,190 | 1,012 |
| Daily Enter | 199 | 396 | 595 | 506 |
| Daily Exit | 199 | 396 | 595 | 506 |
| AM Peak Hour Total | 32 | 109 | 141 | 120 |
| AM Peak Hour Enter | 6 | 96 | 102 | 87 |
| AM Peak Hour Exit | 27 | 13 | 40 | 34 |
| PM Peak Hour Total | 38 | 137 | 175 | 149 |
| PM Peak Hour Enter | 25 | 23 | 48 | 41 |
| PM Peak Hour Exit | 13 | 113 | 126 | 107 |



Harding Town Center Transportation Plan

APPENDIX D **Intersection Analysis Results**



Harding Town Center Transportation Plan

APPENDIX D Intersection Analysis Results

The analysis of signalized intersection operations was a primary tool used to quantify congestion and compare alternative improvement options. Synchro software was used to conduct the intersection analyses, with intersection delay determined based on HCM methodology. The following paragraphs indicate the results of the intersection analyses for the existing conditions, year 2015 with background growth and development traffic, year 2015 with the Northeast Quadrant Connector roadway, year 2015 with six lanes on Harding Road, and year 2015 with both the Northeast Quadrant Connector roadway and six-lanes on Harding Road.

Existing Conditions

To accurately quantify the traffic operations in the study area, signal timing plans obtained from Metro were used in conjunction with the turning movement counts at the key intersections to find the LOS and delay. Synchro software was utilized to set up and analyze the roadway network according to the existing conditions (intersection geometry, lane configuration, turning movement volumes and signal timing plans). Table D-1 summarizes the results of this analysis for the signalized intersections in the study area during the AM and PM peak periods.

As expected, the intersections with the worst LOS are those immediately adjacent to the Harding Road / White Bridge Road intersection. In the AM peak, the heavy movements coming from each direction of the Harding Road / White

Bridge Road intersection, particularly the eastbound through movement on Harding Road and the southbound left turn movement on White Bridge Road, contribute to the poor level of service. In the PM peak, this intersection operated at LOS F, which is indicative of the long delays incurred by the westbound traffic. As the travel time data presented in Appendix B indicates, the delays experienced at the intersections were worse than indicated in Table D-1 due to spillback of vehicle queues to adjacent intersections and the presence of high vehicle demand. These travel time runs reflect LOS F conditions for both the AM and PM peak hours at this critical intersection.

**Table D-1
Signalized Intersection Level of Service
Existing Conditions**

| Intersection | AM Peak Hour | | PM Peak Hour | |
|--|----------------|-------|----------------|-------|
| | LOS | Delay | LOS | Delay |
| Harding Road Intersections | | | | |
| Belle Meade Boulevard | A | 7 | A | 3 |
| Hillwood Boulevard | D | 52 | C | 29 |
| Kroger Access | A | 4 | B | 20 |
| White Bridge Road | E ¹ | 80 | F ¹ | 118 |
| Kenner Avenue | D | 55 | D | 41 |
| Bosley Springs Road | C | 21 | E | 58 |
| St. Thomas Hospital Access | A | 8 | A | 10 |
| St. Cecilia Campus/Vine Road | B | 16 | B | 16 |
| Cherokee Road | C | 20 | C | 20 |
| White Bridge Road Intersections | | | | |
| Post Road | D | 44 | C | 24 |
| Nashville Tech | A | 3 | B | 12 |

¹ Travel time runs indicate extensive delays for eastbound and westbound movements.



Harding Town Center Transportation Plan

Future Condition – 2015 No Build

As growth in the surrounding community and planned development in the Harding Town Center area adds traffic volume to the roadway network, additional congestion results. Table D-2 shows the signalized intersection LOS for year 2015 with no improvements to the roadway network.

Future Condition – 2015 with Recommended Improvements

The improvements recommended in the Harding Town Center Transportation Plan reduce the delay and improve LOS throughout the corridor. Additional pedestrian facilities and improved local circulation will make it easier for people within the community to travel to/from and within the Harding Town Center area. Table D-3 shows the signalized intersection LOS for year 2015 with recommended improvements.

As travel conditions on Harding Road improve, trips that are currently using other routes to avoid the severe congestion may return to the corridor, resulting in the corridor serving additional traffic demand reducing intersection and arterial levels of service. This additional traffic being served along the Harding Road arterial could reduce the current use of collectors and local streets to satisfy longer trips. This would lessen the impact of through traffic on residential communities, but would provide a greater increase traffic served by Harding Road.

Table D-2
Signalized Intersection Level of Service
Year 2015 Background Growth Plus Planned Development
Existing Roadway Geometry

| Intersection | AM Peak Hour | | PM Peak Hour | |
|--|--------------|-------|--------------|-------|
| | LOS | Delay | LOS | Delay |
| Harding Road Intersections | | | | |
| Bellemeade Boulevard | B | 16 | A | 9 |
| Hillwood Boulevard | E | 58 | D | 52 |
| Kroger Access | A | 6 | C | 21 |
| White Bridge Road | F | 128 | F | 118 |
| Kenner Avenue | F | 109 | F | 82 |
| Bosley Springs Road | E | 66 | F | 143 |
| St. Thomas Hospital Access | B | 12 | A | 8 |
| St. Cecilia Campus/Vine Road | C | 21 | C | 27 |
| Cherokee Road | C | 27 | D | 52 |
| White Bridge Road Intersections | | | | |
| Post Road | D | 54 | C | 30 |
| Nashville Tech | B | 14 | D | 43 |

Table D-3
Signalized Intersection Level of Service
Year 2015 Background Growth Plus Planned Development
With Northeast Quadrant Connector and Six-Lane Section on Harding Road

| Intersection | AM Peak Hour | | PM Peak Hour | |
|--|--------------|-------|--------------|-------|
| | LOS | Delay | LOS | Delay |
| Harding Road Intersections | | | | |
| Bellemeade Boulevard | B | 17 | B | 12 |
| Hillwood Boulevard | E | 59 | D | 51 |
| Kroger Access | A | 5 | C | 24 |
| White Bridge Road | D | 48 | E | 59 |
| Kenner Avenue | C | 24 | E | 71 |
| Bosley Springs Road | B | 14 | C | 33 |
| St. Thomas Hospital Access | B | 12 | B | 11 |
| St. Cecilia Campus/Vine Road | C | 23 | C | 22 |
| Cherokee Road | C | 27 | D | 48 |
| White Bridge Road Intersections | | | | |
| Northeast Quadrant Connector | A | 9 | B | 14 |
| Post Road | E | 68 | C | 34 |
| Nashville Tech | A | 7 | B | 14 |



Harding Town Center Transportation Plan

APPENDIX E Traffic Volume Data



Harding Town Center Transportation Plan

APPENDIX E Traffic Volume Data

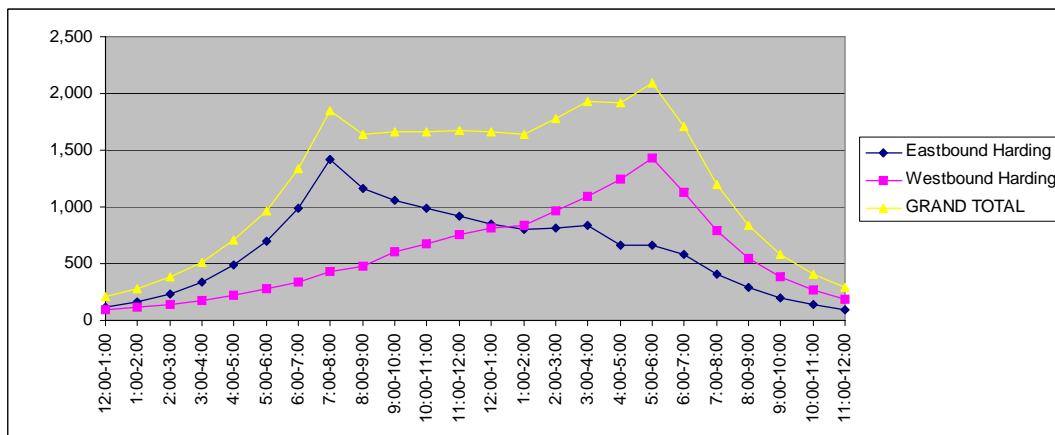
The contents of this section include the 24-hour traffic volume counts taken at many locations within the study area, as well as the peak period turning movement counts. A graph of the 24-hour counts has been included to show how the volume varies by time of day.



Harding Town Center Transportation Plan

Harding, west of Belle Meade

| | Eastbound Harding | Westbound Harding | GRAND TOTAL | % OF TOTAL |
|--------------|----------------------|----------------------|----------------|---------------|
| 12:00-1:00 | 117 | 90 | 207 | 0.7% |
| 1:00-2:00 | 167 | 112 | 279 | 1.0% |
| 2:00-3:00 | 238 | 140 | 378 | 1.3% |
| 3:00-4:00 | 340 | 175 | 515 | 1.8% |
| 4:00-5:00 | 486 | 219 | 705 | 2.4% |
| 5:00-6:00 | 694 | 274 | 968 | 3.3% |
| 6:00-7:00 | 991 | 342 | 1,333 | 4.6% |
| 7:00-8:00 | 1,416 | 428 | 1,844 | 6.4% |
| 8:00-9:00 | 1,160 | 474 | 1,634 | 5.7% |
| 9:00-10:00 | 1,054 | 603 | 1,657 | 5.7% |
| 10:00-11:00 | 987 | 679 | 1,666 | 5.8% |
| 11:00-12:00 | 920 | 754 | 1,674 | 5.8% |
| 12:00-1:00 | 851 | 810 | 1,661 | 5.7% |
| 1:00-2:00 | 797 | 840 | 1,637 | 5.7% |
| 2:00-3:00 | 815 | 968 | 1,783 | 6.2% |
| 3:00-4:00 | 833 | 1,096 | 1,929 | 6.7% |
| 4:00-5:00 | 668 | 1,249 | 1,917 | 6.6% |
| 5:00-6:00 | 658 | 1,435 | 2,093 | 7.2% |
| 6:00-7:00 | 585 | 1,126 | 1,711 | 5.9% |
| 7:00-8:00 | 410 | 788 | 1,198 | 4.1% |
| 8:00-9:00 | 287 | 552 | 839 | 2.9% |
| 9:00-10:00 | 201 | 386 | 587 | 2.0% |
| 10:00-11:00 | 141 | 270 | 411 | 1.4% |
| 11:00-12:00 | 98 | 189 | 287 | 1.0% |
| TOTAL | 14,914 | 13,999 | 28,913 | 100.0% |

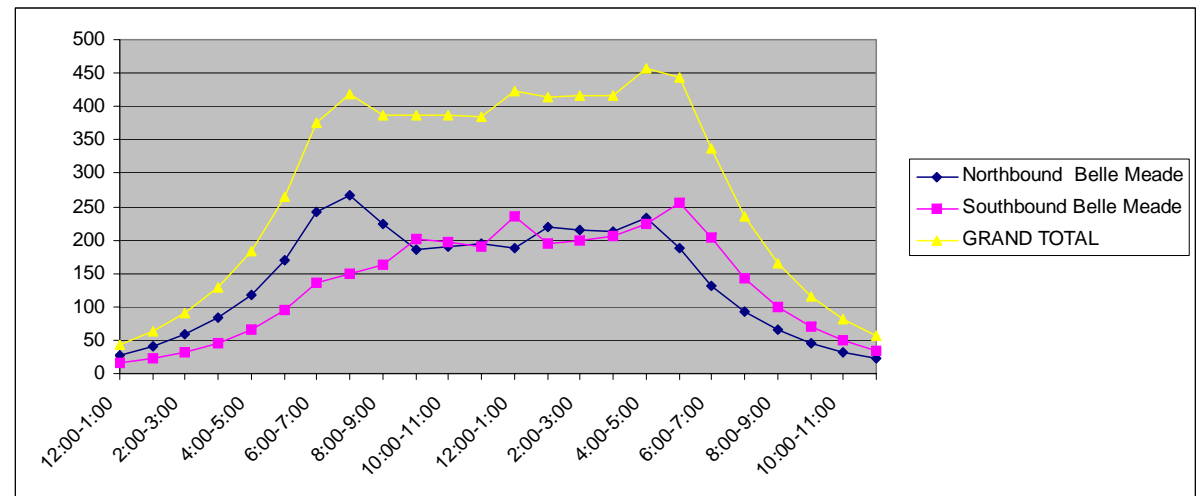




Harding Town Center Transportation Plan

Belle Meade, south of Harding

| | Northbound Belle Meade | Southbound Belle Meade | GRAND TOTAL | % OF TOTAL |
|--------------|---------------------------|---------------------------|----------------|---------------|
| 12:00-1:00 | 28 | 16 | 44 | 0.7% |
| 1:00-2:00 | 41 | 23 | 64 | 1.0% |
| 2:00-3:00 | 58 | 32 | 90 | 1.3% |
| 3:00-4:00 | 83 | 46 | 129 | 1.9% |
| 4:00-5:00 | 118 | 66 | 184 | 2.8% |
| 5:00-6:00 | 169 | 95 | 264 | 4.0% |
| 6:00-7:00 | 241 | 135 | 376 | 5.6% |
| 7:00-8:00 | 268 | 150 | 418 | 6.3% |
| 8:00-9:00 | 223 | 164 | 387 | 5.8% |
| 9:00-10:00 | 186 | 202 | 388 | 5.8% |
| 10:00-11:00 | 190 | 196 | 386 | 5.8% |
| 11:00-12:00 | 194 | 190 | 384 | 5.8% |
| 12:00-1:00 | 187 | 235 | 422 | 6.3% |
| 1:00-2:00 | 220 | 195 | 415 | 6.2% |
| 2:00-3:00 | 216 | 200 | 416 | 6.2% |
| 3:00-4:00 | 212 | 205 | 417 | 6.3% |
| 4:00-5:00 | 234 | 223 | 457 | 6.8% |
| 5:00-6:00 | 187 | 256 | 443 | 6.6% |
| 6:00-7:00 | 132 | 204 | 336 | 5.0% |
| 7:00-8:00 | 92 | 143 | 235 | 3.5% |
| 8:00-9:00 | 65 | 100 | 165 | 2.5% |
| 9:00-10:00 | 45 | 70 | 115 | 1.7% |
| 10:00-11:00 | 32 | 49 | 81 | 1.2% |
| 11:00-12:00 | 22 | 34 | 56 | 0.8% |
| TOTAL | 3,443 | 3,229 | 6,672 | 100.0% |

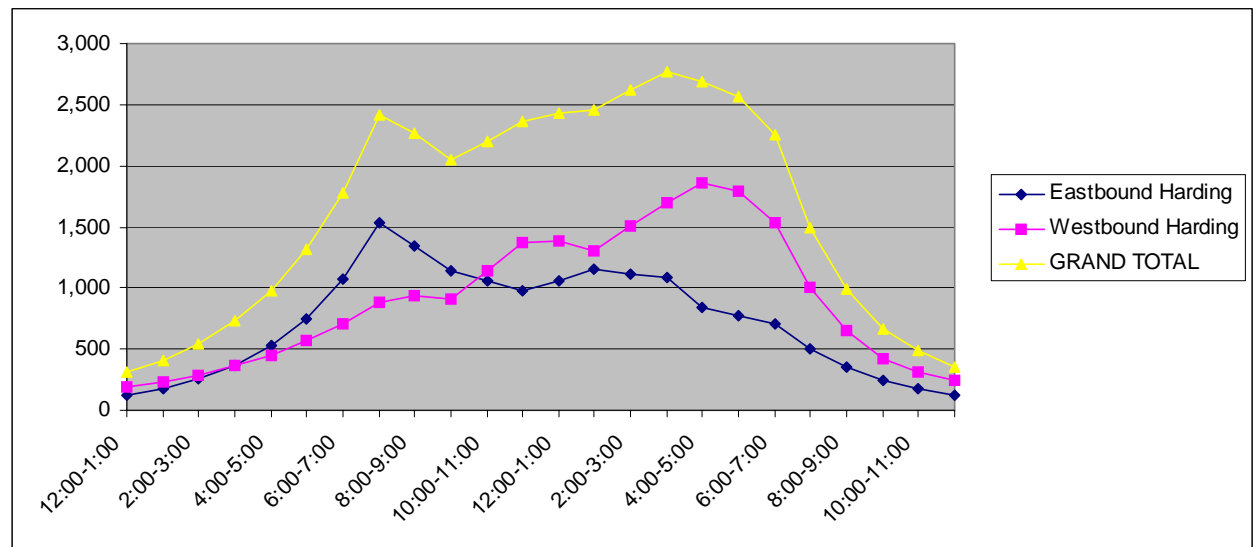




Harding Town Center Transportation Plan

Harding, west of White Bridge

| | Eastbound Harding | Westbound Harding | GRAND TOTAL | % OF TOTAL |
|--------------|----------------------|----------------------|----------------|---------------|
| 12:00-1:00 | 126 | 185 | 311 | 0.8% |
| 1:00-2:00 | 181 | 231 | 412 | 1.1% |
| 2:00-3:00 | 258 | 289 | 547 | 1.4% |
| 3:00-4:00 | 369 | 361 | 730 | 1.9% |
| 4:00-5:00 | 527 | 452 | 979 | 2.5% |
| 5:00-6:00 | 752 | 564 | 1,316 | 3.4% |
| 6:00-7:00 | 1,075 | 706 | 1,781 | 4.5% |
| 7:00-8:00 | 1,535 | 882 | 2,417 | 6.2% |
| 8:00-9:00 | 1,338 | 931 | 2,269 | 5.8% |
| 9:00-10:00 | 1,144 | 908 | 2,052 | 5.2% |
| 10:00-11:00 | 1,064 | 1,141 | 2,205 | 5.6% |
| 11:00-12:00 | 984 | 1,374 | 2,358 | 6.0% |
| 12:00-1:00 | 1,054 | 1,380 | 2,434 | 6.2% |
| 1:00-2:00 | 1,155 | 1,305 | 2,460 | 6.3% |
| 2:00-3:00 | 1,118 | 1,500 | 2,618 | 6.7% |
| 3:00-4:00 | 1,080 | 1,694 | 2,774 | 7.1% |
| 4:00-5:00 | 840 | 1,854 | 2,694 | 6.9% |
| 5:00-6:00 | 768 | 1,791 | 2,559 | 6.5% |
| 6:00-7:00 | 709 | 1,538 | 2,247 | 5.7% |
| 7:00-8:00 | 496 | 1,000 | 1,496 | 3.8% |
| 8:00-9:00 | 347 | 650 | 997 | 2.5% |
| 9:00-10:00 | 243 | 423 | 666 | 1.7% |
| 10:00-11:00 | 170 | 317 | 487 | 1.2% |
| 11:00-12:00 | 119 | 238 | 357 | 0.9% |
| TOTAL | 17,452 | 21,714 | 39,166 | 100.0% |

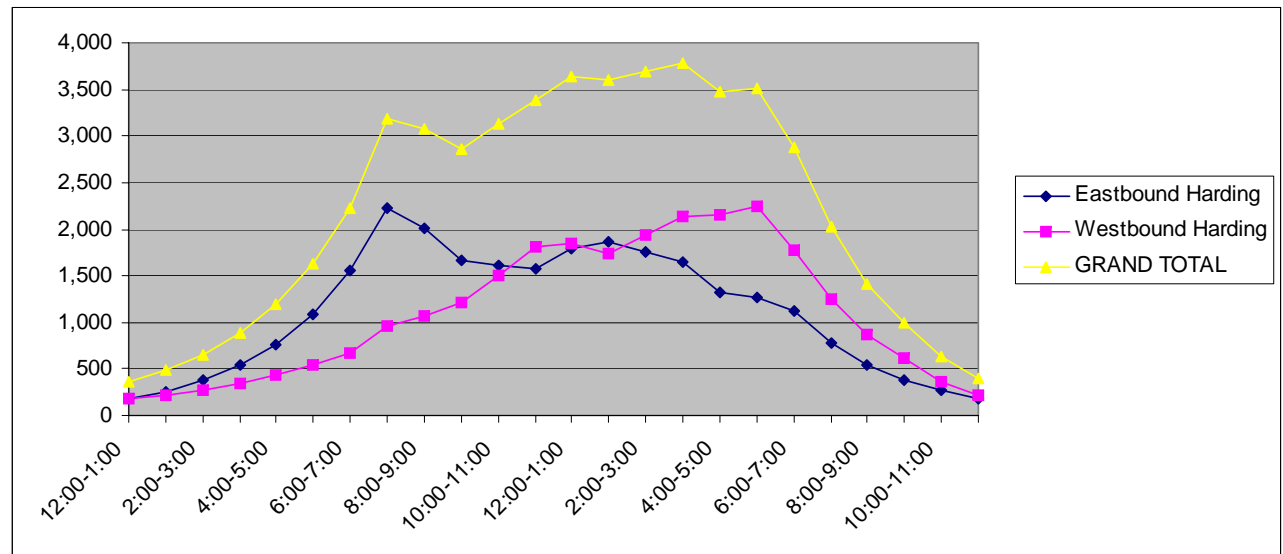




Harding Town Center Transportation Plan

Harding, btw Kenner and Bosley Springs

| | Eastbound Harding | Westbound Harding | GRAND TOTAL | % OF TOTAL |
|--------------|----------------------|----------------------|----------------|---------------|
| 12:00-1:00 | 184 | 175 | 359 | 0.7% |
| 1:00-2:00 | 262 | 219 | 481 | 0.9% |
| 2:00-3:00 | 375 | 274 | 649 | 1.2% |
| 3:00-4:00 | 536 | 343 | 879 | 1.7% |
| 4:00-5:00 | 765 | 428 | 1,193 | 2.2% |
| 5:00-6:00 | 1,093 | 535 | 1,628 | 3.1% |
| 6:00-7:00 | 1,562 | 669 | 2,231 | 4.2% |
| 7:00-8:00 | 2,231 | 956 | 3,187 | 6.0% |
| 8:00-9:00 | 2,006 | 1,064 | 3,070 | 5.8% |
| 9:00-10:00 | 1,658 | 1,209 | 2,867 | 5.4% |
| 10:00-11:00 | 1,615 | 1,508 | 3,123 | 5.9% |
| 11:00-12:00 | 1,571 | 1,806 | 3,377 | 6.4% |
| 12:00-1:00 | 1,788 | 1,847 | 3,635 | 6.8% |
| 1:00-2:00 | 1,867 | 1,743 | 3,610 | 6.8% |
| 2:00-3:00 | 1,754 | 1,943 | 3,697 | 7.0% |
| 3:00-4:00 | 1,641 | 2,143 | 3,784 | 7.1% |
| 4:00-5:00 | 1,316 | 2,152 | 3,468 | 6.5% |
| 5:00-6:00 | 1,258 | 2,247 | 3,505 | 6.6% |
| 6:00-7:00 | 1,115 | 1,771 | 2,886 | 5.4% |
| 7:00-8:00 | 781 | 1,240 | 2,021 | 3.8% |
| 8:00-9:00 | 547 | 868 | 1,415 | 2.7% |
| 9:00-10:00 | 383 | 608 | 991 | 1.9% |
| 10:00-11:00 | 268 | 365 | 633 | 1.2% |
| 11:00-12:00 | 188 | 219 | 407 | 0.8% |
| TOTAL | 26,764 | 26,332 | 53,096 | 100.0% |

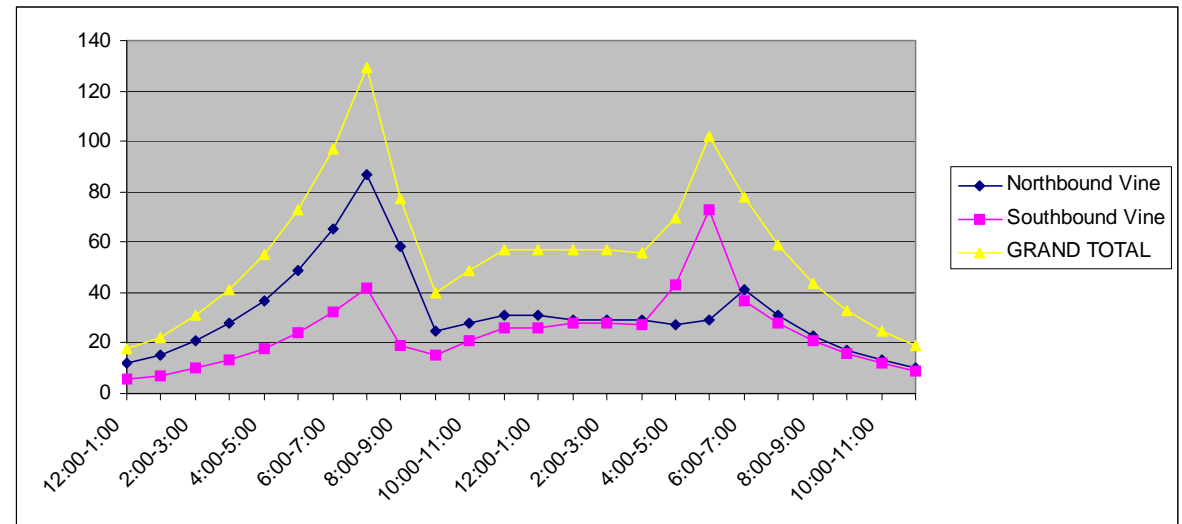




Harding Town Center Transportation Plan

Vine, south of Harding

| | Northbound Vine | Southbound Vine | GRAND TOTAL | % OF TOTAL |
|--------------|--------------------|--------------------|----------------|---------------|
| 12:00-1:00 | 12 | 6 | 18 | 1.3% |
| 1:00-2:00 | 15 | 7 | 22 | 1.6% |
| 2:00-3:00 | 21 | 10 | 31 | 2.3% |
| 3:00-4:00 | 28 | 13 | 41 | 3.0% |
| 4:00-5:00 | 37 | 18 | 55 | 4.1% |
| 5:00-6:00 | 49 | 24 | 73 | 5.4% |
| 6:00-7:00 | 65 | 32 | 97 | 7.2% |
| 7:00-8:00 | 87 | 42 | 129 | 9.6% |
| 8:00-9:00 | 58 | 19 | 77 | 5.7% |
| 9:00-10:00 | 25 | 15 | 40 | 3.0% |
| 10:00-11:00 | 28 | 21 | 49 | 3.6% |
| 11:00-12:00 | 31 | 26 | 57 | 4.2% |
| 12:00-1:00 | 31 | 26 | 57 | 4.2% |
| 1:00-2:00 | 29 | 28 | 57 | 4.2% |
| 2:00-3:00 | 29 | 28 | 57 | 4.2% |
| 3:00-4:00 | 29 | 27 | 56 | 4.2% |
| 4:00-5:00 | 27 | 43 | 70 | 5.2% |
| 5:00-6:00 | 29 | 73 | 102 | 7.6% |
| 6:00-7:00 | 41 | 37 | 78 | 5.8% |
| 7:00-8:00 | 31 | 28 | 59 | 4.4% |
| 8:00-9:00 | 23 | 21 | 44 | 3.3% |
| 9:00-10:00 | 17 | 16 | 33 | 2.5% |
| 10:00-11:00 | 13 | 12 | 25 | 1.9% |
| 11:00-12:00 | 10 | 9 | 19 | 1.4% |
| TOTAL | 765 | 581 | 1,346 | 100.0% |

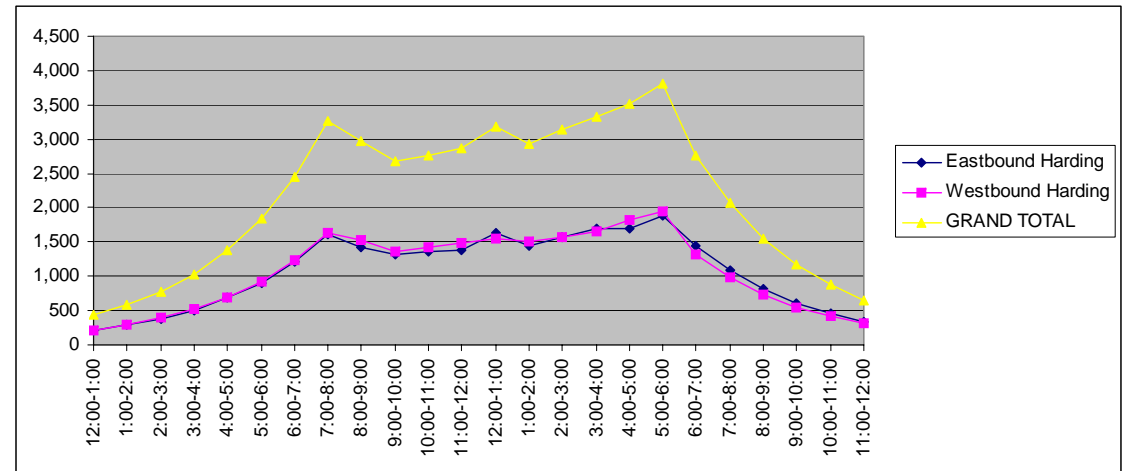




Harding Town Center Transportation Plan

Harding, east of Cherokee

| | Eastbound Harding | Westbound Harding | GRAND TOTAL | % OF TOTAL |
|--------------|----------------------|----------------------|----------------|---------------|
| 12:00-1:00 | 216 | 219 | 435 | 0.8% |
| 1:00-2:00 | 287 | 292 | 579 | 1.1% |
| 2:00-3:00 | 383 | 390 | 773 | 1.5% |
| 3:00-4:00 | 511 | 520 | 1,031 | 2.0% |
| 4:00-5:00 | 681 | 693 | 1,374 | 2.6% |
| 5:00-6:00 | 908 | 924 | 1,832 | 3.5% |
| 6:00-7:00 | 1,211 | 1,232 | 2,443 | 4.7% |
| 7:00-8:00 | 1,615 | 1,642 | 3,257 | 6.3% |
| 8:00-9:00 | 1,426 | 1,536 | 2,962 | 5.7% |
| 9:00-10:00 | 1,321 | 1,356 | 2,677 | 5.1% |
| 10:00-11:00 | 1,352 | 1,421 | 2,773 | 5.3% |
| 11:00-12:00 | 1,383 | 1,485 | 2,868 | 5.5% |
| 12:00-1:00 | 1,633 | 1,553 | 3,186 | 6.1% |
| 1:00-2:00 | 1,440 | 1,499 | 2,939 | 5.7% |
| 2:00-3:00 | 1,564 | 1,572 | 3,136 | 6.0% |
| 3:00-4:00 | 1,688 | 1,644 | 3,332 | 6.4% |
| 4:00-5:00 | 1,686 | 1,827 | 3,513 | 6.8% |
| 5:00-6:00 | 1,875 | 1,944 | 3,819 | 7.3% |
| 6:00-7:00 | 1,450 | 1,311 | 2,761 | 5.3% |
| 7:00-8:00 | 1,088 | 983 | 2,071 | 4.0% |
| 8:00-9:00 | 816 | 737 | 1,553 | 3.0% |
| 9:00-10:00 | 612 | 553 | 1,165 | 2.2% |
| 10:00-11:00 | 459 | 415 | 874 | 1.7% |
| 11:00-12:00 | 344 | 311 | 655 | 1.3% |
| TOTAL | 25,949 | 26,059 | 52,008 | 100.0% |

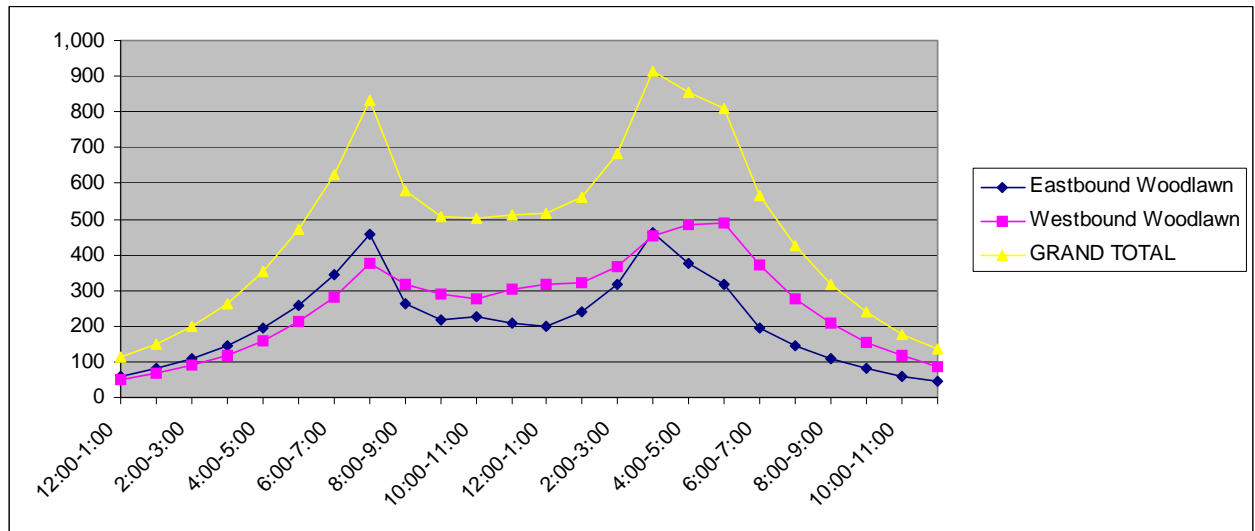




Harding Town Center Transportation Plan

Woodlawn, East of Ensworth

| | Eastbound Woodlawn | Westbound Woodlawn | GRAND TOTAL | % OF TOTAL |
|--------------|-----------------------|-----------------------|----------------|---------------|
| 12:00-1:00 | 61 | 50 | 111 | 1.0% |
| 1:00-2:00 | 82 | 67 | 149 | 1.3% |
| 2:00-3:00 | 109 | 89 | 198 | 1.8% |
| 3:00-4:00 | 145 | 119 | 264 | 2.3% |
| 4:00-5:00 | 193 | 158 | 351 | 3.1% |
| 5:00-6:00 | 258 | 211 | 469 | 4.2% |
| 6:00-7:00 | 344 | 281 | 625 | 5.5% |
| 7:00-8:00 | 458 | 375 | 833 | 7.4% |
| 8:00-9:00 | 264 | 316 | 580 | 5.1% |
| 9:00-10:00 | 216 | 289 | 505 | 4.5% |
| 10:00-11:00 | 225 | 276 | 501 | 4.4% |
| 11:00-12:00 | 209 | 301 | 510 | 4.5% |
| 12:00-1:00 | 199 | 316 | 515 | 4.6% |
| 1:00-2:00 | 241 | 322 | 563 | 5.0% |
| 2:00-3:00 | 317 | 367 | 684 | 6.1% |
| 3:00-4:00 | 463 | 451 | 914 | 8.1% |
| 4:00-5:00 | 374 | 482 | 856 | 7.6% |
| 5:00-6:00 | 318 | 490 | 808 | 7.2% |
| 6:00-7:00 | 194 | 371 | 565 | 5.0% |
| 7:00-8:00 | 146 | 278 | 424 | 3.8% |
| 8:00-9:00 | 109 | 209 | 318 | 2.8% |
| 9:00-10:00 | 82 | 156 | 238 | 2.1% |
| 10:00-11:00 | 61 | 117 | 178 | 1.6% |
| 11:00-12:00 | 46 | 88 | 134 | 1.2% |
| TOTAL | 5,114 | 6,179 | 11,293 | 100.0% |

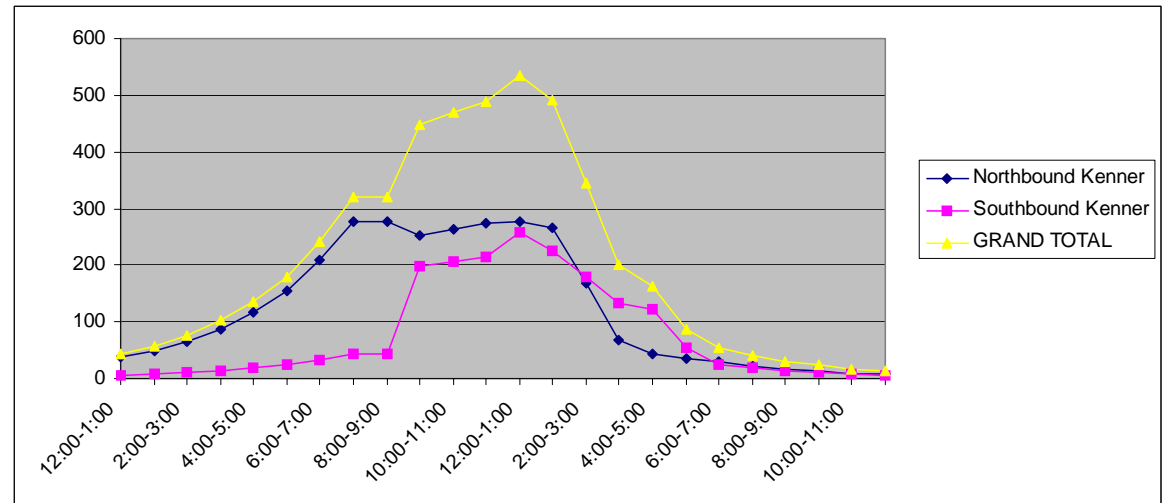




Harding Town Center Transportation Plan

Kenner, south of Ridgfield

| | Northbound Kenner | Southbound Kenner | GRAND TOTAL | % OF TOTAL |
|--------------|----------------------|----------------------|----------------|---------------|
| 12:00-1:00 | 37 | 6 | 43 | 0.9% |
| 1:00-2:00 | 49 | 8 | 57 | 1.2% |
| 2:00-3:00 | 66 | 10 | 76 | 1.6% |
| 3:00-4:00 | 88 | 14 | 102 | 2.1% |
| 4:00-5:00 | 117 | 18 | 135 | 2.8% |
| 5:00-6:00 | 156 | 24 | 180 | 3.7% |
| 6:00-7:00 | 209 | 32 | 241 | 4.9% |
| 7:00-8:00 | 278 | 43 | 321 | 6.6% |
| 8:00-9:00 | 277 | 44 | 321 | 6.6% |
| 9:00-10:00 | 252 | 197 | 449 | 9.2% |
| 10:00-11:00 | 264 | 206 | 470 | 9.6% |
| 11:00-12:00 | 275 | 214 | 489 | 10.0% |
| 12:00-1:00 | 277 | 259 | 536 | 11.0% |
| 1:00-2:00 | 266 | 226 | 492 | 10.1% |
| 2:00-3:00 | 167 | 179 | 346 | 7.1% |
| 3:00-4:00 | 68 | 132 | 200 | 4.1% |
| 4:00-5:00 | 43 | 121 | 164 | 3.4% |
| 5:00-6:00 | 34 | 54 | 88 | 1.8% |
| 6:00-7:00 | 30 | 25 | 55 | 1.1% |
| 7:00-8:00 | 23 | 19 | 42 | 0.9% |
| 8:00-9:00 | 17 | 14 | 31 | 0.6% |
| 9:00-10:00 | 13 | 11 | 24 | 0.5% |
| 10:00-11:00 | 9 | 8 | 17 | 0.3% |
| 11:00-12:00 | 7 | 6 | 13 | 0.3% |
| TOTAL | 3,022 | 1,870 | 4,892 | 100.0% |

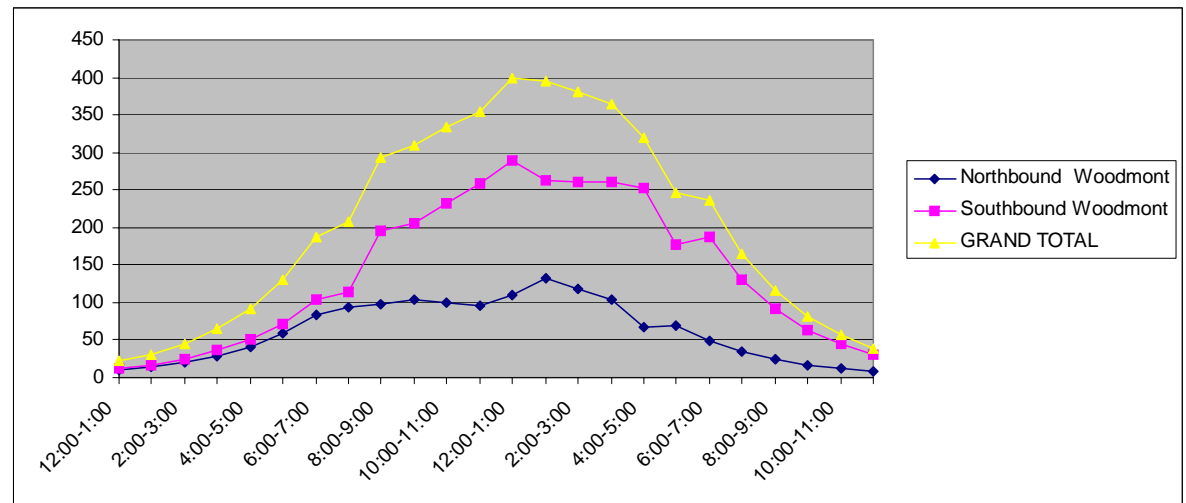




Harding Town Center Transportation Plan

Woodmont, north of Woodmont Circle

| | Northbound Woodmont | Southbound Woodmont | GRAND TOTAL | % OF TOTAL |
|--------------|------------------------|------------------------|----------------|---------------|
| 12:00-1:00 | 10 | 12 | 22 | 0.5% |
| 1:00-2:00 | 14 | 17 | 31 | 0.6% |
| 2:00-3:00 | 20 | 25 | 45 | 0.9% |
| 3:00-4:00 | 29 | 36 | 65 | 1.3% |
| 4:00-5:00 | 41 | 51 | 92 | 1.9% |
| 5:00-6:00 | 59 | 72 | 131 | 2.7% |
| 6:00-7:00 | 84 | 104 | 188 | 3.9% |
| 7:00-8:00 | 93 | 115 | 208 | 4.3% |
| 8:00-9:00 | 97 | 196 | 293 | 6.0% |
| 9:00-10:00 | 104 | 206 | 310 | 6.4% |
| 10:00-11:00 | 100 | 233 | 333 | 6.8% |
| 11:00-12:00 | 96 | 259 | 355 | 7.3% |
| 12:00-1:00 | 110 | 289 | 399 | 8.2% |
| 1:00-2:00 | 133 | 262 | 395 | 8.1% |
| 2:00-3:00 | 119 | 261 | 380 | 7.8% |
| 3:00-4:00 | 104 | 260 | 364 | 7.5% |
| 4:00-5:00 | 67 | 253 | 320 | 6.6% |
| 5:00-6:00 | 69 | 177 | 246 | 5.1% |
| 6:00-7:00 | 49 | 187 | 236 | 4.8% |
| 7:00-8:00 | 34 | 131 | 165 | 3.4% |
| 8:00-9:00 | 24 | 92 | 116 | 2.4% |
| 9:00-10:00 | 17 | 64 | 81 | 1.7% |
| 10:00-11:00 | 12 | 45 | 57 | 1.2% |
| 11:00-12:00 | 8 | 31 | 39 | 0.8% |
| TOTAL | 1,493 | 3,378 | 4,871 | 100.0% |

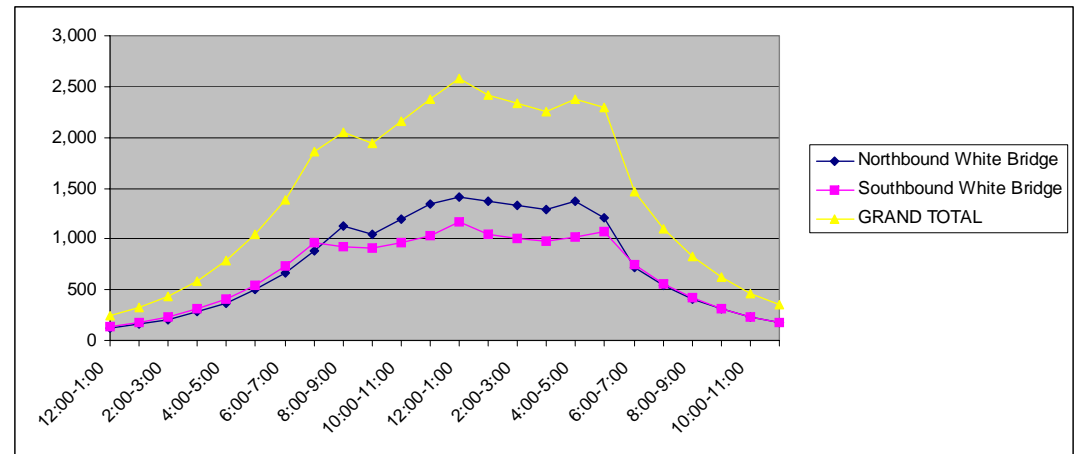




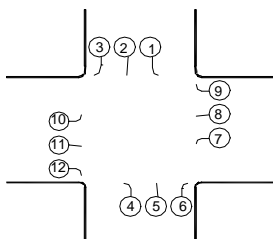
Harding Town Center Transportation Plan

White Bridge Road, north of Post

| | Northbound White Bridge | Southbound White Bridge | GRAND TOTAL | % OF TOTAL |
|--------------|----------------------------|----------------------------|----------------|---------------|
| 12:00-1:00 | 118 | 129 | 247 | 0.7% |
| 1:00-2:00 | 157 | 172 | 329 | 1.0% |
| 2:00-3:00 | 210 | 230 | 440 | 1.3% |
| 3:00-4:00 | 280 | 307 | 587 | 1.7% |
| 4:00-5:00 | 373 | 409 | 782 | 2.3% |
| 5:00-6:00 | 497 | 545 | 1,042 | 3.0% |
| 6:00-7:00 | 663 | 727 | 1,390 | 4.1% |
| 7:00-8:00 | 884 | 969 | 1,853 | 5.4% |
| 8:00-9:00 | 1,131 | 920 | 2,051 | 6.0% |
| 9:00-10:00 | 1,039 | 906 | 1,945 | 5.7% |
| 10:00-11:00 | 1,194 | 967 | 2,161 | 6.3% |
| 11:00-12:00 | 1,349 | 1,028 | 2,377 | 6.9% |
| 12:00-1:00 | 1,409 | 1,170 | 2,579 | 7.5% |
| 1:00-2:00 | 1,376 | 1,044 | 2,420 | 7.1% |
| 2:00-3:00 | 1,332 | 1,009 | 2,341 | 6.8% |
| 3:00-4:00 | 1,287 | 973 | 2,260 | 6.6% |
| 4:00-5:00 | 1,365 | 1,012 | 2,377 | 6.9% |
| 5:00-6:00 | 1,211 | 1,078 | 2,289 | 6.7% |
| 6:00-7:00 | 725 | 740 | 1,465 | 4.3% |
| 7:00-8:00 | 544 | 555 | 1,099 | 3.2% |
| 8:00-9:00 | 408 | 416 | 824 | 2.4% |
| 9:00-10:00 | 306 | 312 | 618 | 1.8% |
| 10:00-11:00 | 229 | 234 | 463 | 1.4% |
| 11:00-12:00 | 172 | 176 | 348 | 1.0% |
| TOTAL | 18,259 | 16,028 | 34,287 | 100.0% |



INTERSECTION TRAFFIC VOLUME COUNTS



LOCATION: Harding Road & Belle Meade Blvd
DATE: Jan 2004
RECORDER: FTG
NOTES: signalized

| LOCATION | S/B | | | N/B Belle Meade | | | W/B Harding Road | | | E/B Harding Road | | |
|-----------------|-----|---|---|-----------------|---|-------|------------------|-------|---|------------------|-------|-----|
| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| 7:00-7:15 | | | | | | 59 | 25 | 87 | | | 365 | 1 |
| 7:15-7:30 | | | | | | 61 | 38 | 88 | | | 420 | 2 |
| 7:30-7:45 | | | | | | 59 | 36 | 110 | | | 320 | |
| 7:45-8:00 | | | | | | 89 | 47 | 143 | | | 307 | 1 |
| 8:00-8:15 | | | | | | 65 | 52 | 111 | | | 324 | 4 |
| 8:15-8:30 | | | | | | 48 | 38 | 111 | | | 293 | 3 |
| 8:30-8:45 | | | | | | 47 | 31 | 128 | | | 285 | 5 |
| 8:45-9:00 | | | | | | 63 | 24 | 124 | | | 239 | 7 |
| 9:00-9:15 | | | | | | 50 | 55 | 171 | | | 293 | 15 |
| 9:15-9:30 | | | | | | 43 | 40 | 157 | | | 236 | 9 |
| 9:30-9:45 | | | | | | 44 | 38 | 136 | | | 258 | 3 |
| 9:45-10:00 | | | | | | 49 | 39 | 139 | | | 237 | 3 |
| 10:00-10:15 | | | | | | | | | | | | |
| 10:15-10:30 | | | | | | | | | | | | |
| 10:30-10:45 | | | | | | | | | | | | |
| 10:45-11:00 | | | | | | | | | | | | |
| 11:00-11:15 | | | | | | 46 | 41 | 171 | | | 207 | 2 |
| 11:15-11:30 | | | | | | 45 | 47 | 184 | | | 226 | 3 |
| 11:30-11:45 | | | | | | 53 | 32 | 201 | | | 221 | 7 |
| 11:45-12:00 | | | | | | 50 | 46 | 198 | | | 242 | 12 |
| 12:00-12:15 | | | | | | 52 | 65 | 206 | | | 208 | 13 |
| 12:15-12:30 | | | | | | 45 | 60 | 200 | | | 202 | 1 |
| 12:30-12:45 | | | | | | 45 | 38 | 204 | | | 215 | 2 |
| 12:45-1:00 | | | | | | 45 | 54 | 200 | | | 208 | 2 |
| 1:00-1:15 | | | | | | 48 | 50 | 196 | | | 191 | 8 |
| 1:15-1:30 | | | | | | 57 | 39 | 204 | | | 183 | 6 |
| 1:30-1:45 | | | | | | 49 | 39 | 229 | | | 204 | |
| 1:45-2:00 | | | | | | 66 | 48 | 211 | | | 200 | 5 |
| 2:00-2:15 | | | | | | | | | | | | |
| 2:15-2:30 | | | | | | | | | | | | |
| 2:30-2:45 | | | | | | | | | | | | |
| 2:45-3:00 | | | | | | | | | | | | |
| 3:00-3:15 | | | | | | 60 | 40 | 249 | | | 222 | 4 |
| 3:15-3:30 | | | | | | 51 | 54 | 240 | | | 203 | 8 |
| 3:30-3:45 | | | | | | 52 | 47 | 310 | | | 183 | 3 |
| 3:45-4:00 | | | | | | 49 | 47 | 297 | | | 208 | 2 |
| 4:00-4:15 | | | | | | 57 | 49 | 327 | | | 163 | 4 |
| 4:15-4:30 | | | | | | 50 | 63 | 308 | | | 173 | 2 |
| 4:30-4:45 | | | | | | 57 | 51 | 307 | | | 148 | 2 |
| 4:45-5:00 | | | | | | 70 | 48 | 307 | | | 172 | 4 |
| 5:00-5:15 | | | | | | 39 | 66 | 383 | | | 157 | 5 |
| 5:15-5:30 | | | | | | 62 | 63 | 355 | | | 179 | 2 |
| 5:30-5:45 | | | | | | 45 | 49 | 333 | | | 164 | 2 |
| 5:45-6:00 | | | | | | 41 | 66 | 364 | | | 146 | 3 |
| 6:00-6:15 | | | | | | 35 | 63 | 327 | | | 177 | 4 |
| 6:15-6:30 | | | | | | 49 | 52 | 301 | | | 147 | 1 |
| 6:30-6:45 | | | | | | 28 | 38 | 268 | | | 129 | 4 |
| 6:45-7:00 | | | | | | 20 | 42 | 230 | | | 123 | |
| TOTAL | | | | | | 2,043 | 1,860 | 8,815 | | | 8,778 | 164 |
| AM PK HR | | | | | | 274 | 173 | 452 | | | 1,371 | 7 |
| MD PK HR | | | | | | 200 | 203 | 805 | | | 873 | 33 |
| PM PK HR | | | | | | 187 | 244 | 1,435 | | | 646 | 12 |

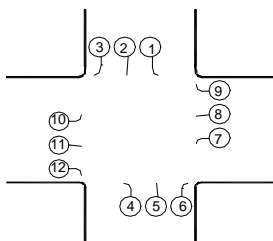
2,258
2,277
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2,132
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2,030
2,022
2,005
2,015

2,034
2,111
2,114
2,104
2,065
2,014
1,995
2,012
2,033

2,329
2,354
2,394
2,364
2,362
2,412
2,477
2,505
2,524
2,480
2,369
2,243
2,038

7:15-8:15
11:30-12:30
5:00-6:00

INTERSECTION TRAFFIC VOLUME COUNTS



LOCATION: Harding Road & Lynnwood Blvd. / Hillwood Blvd.
DATE: Jan 2004
RECORDER: FTG
NOTES: signalized

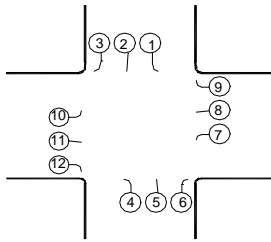
| LOCATION | S/B Hillwood | | | N/B Lynnwood | | | W/B Harding Road | | | E/B Harding Road | | |
|-----------------|--------------|-----|-----|--------------|-------|-------|------------------|--------|-------|------------------|--------|-----|
| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| 7:00-7:15 | 35 | 32 | 6 | 3 | 6 | 18 | 20 | 97 | 13 | 7 | 386 | 11 |
| 7:15-7:30 | 46 | 27 | 8 | 1 | 10 | 22 | 12 | 110 | 14 | 10 | 411 | 6 |
| 7:30-7:45 | 46 | 44 | 12 | 10 | 18 | 30 | 18 | 173 | 16 | 18 | 339 | 10 |
| 7:45-8:00 | 46 | 50 | 8 | 7 | 17 | 30 | 26 | 233 | 22 | 22 | 305 | 4 |
| 8:00-8:15 | 20 | 28 | 11 | 9 | 20 | 20 | 26 | 175 | 30 | 14 | 360 | 12 |
| 8:15-8:30 | 28 | 25 | 21 | 2 | 19 | 24 | 22 | 161 | 19 | 16 | 380 | 17 |
| 8:30-8:45 | 32 | 22 | 10 | 6 | 12 | 19 | 227 | 138 | 19 | 13 | 324 | 15 |
| 8:45-9:00 | 32 | 31 | 16 | 12 | 20 | 18 | 18 | 169 | 19 | 21 | 327 | 15 |
| 9:00-9:15 | 34 | 26 | 9 | 10 | 18 | 17 | 18 | 179 | 18 | 17 | 298 | 34 |
| 9:15-9:30 | 28 | 27 | 7 | 18 | 24 | 16 | 16 | 168 | 13 | 6 | 271 | 32 |
| 9:30-9:45 | 20 | 23 | 11 | 9 | 16 | 20 | 19 | 177 | 20 | 9 | 268 | 12 |
| 9:45-10:00 | 25 | 35 | 12 | 10 | 12 | 19 | 19 | 157 | 26 | 3 | 253 | 14 |
| 10:00-10:15 | | | | | | | | | | | | |
| 10:15-10:30 | | | | | | | | | | | | |
| 10:30-10:45 | | | | | | | | | | | | |
| 10:45-11:00 | | | | | | | | | | | | |
| 11:00-11:15 | 15 | 18 | 4 | 23 | 17 | 22 | 26 | 213 | 15 | 17 | 209 | 13 |
| 11:15-11:30 | 29 | 22 | 9 | 10 | 20 | 34 | 19 | 205 | 31 | 14 | 236 | 14 |
| 11:30-11:45 | 24 | 20 | 6 | 16 | 32 | 28 | 24 | 208 | 29 | 13 | 242 | 18 |
| 11:45-12:00 | 19 | 25 | 5 | 19 | 35 | 29 | 26 | 235 | 35 | 10 | 248 | 18 |
| 12:00-12:15 | 13 | 14 | 13 | 10 | 26 | 25 | 27 | 260 | 36 | 12 | 249 | 14 |
| 12:15-12:30 | 21 | 17 | 12 | 11 | 26 | 20 | 29 | 282 | 37 | 16 | 236 | 27 |
| 12:30-12:45 | 24 | 19 | 17 | 14 | 16 | 18 | 30 | 262 | 29 | 16 | 226 | 29 |
| 12:45-1:00 | 22 | 17 | 18 | 15 | 24 | 24 | 25 | 247 | 33 | 18 | 286 | 22 |
| 1:00-1:15 | 22 | 25 | 10 | 10 | 28 | 28 | 18 | 203 | 23 | 14 | 261 | 16 |
| 1:15-1:30 | 22 | 26 | 14 | 9 | 30 | 16 | 30 | 219 | 39 | 19 | 229 | 18 |
| 1:30-1:45 | 21 | 24 | 17 | 15 | 21 | 30 | 30 | 245 | 33 | 16 | 280 | 14 |
| 1:45-2:00 | 34 | 21 | 15 | 25 | 20 | 27 | 23 | 309 | 33 | 18 | 249 | 16 |
| 2:00-2:15 | | | | | | | | | | | | |
| 2:15-2:30 | | | | | | | | | | | | |
| 2:30-2:45 | | | | | | | | | | | | |
| 2:45-3:00 | | | | | | | | | | | | |
| 3:00-3:15 | 18 | 25 | 12 | 19 | 29 | 25 | 25 | 300 | 33 | 13 | 232 | 10 |
| 3:15-3:30 | 15 | 17 | 10 | 14 | 48 | 31 | 17 | 338 | 59 | 14 | 270 | 17 |
| 3:30-3:45 | 18 | 21 | 17 | 14 | 48 | 48 | 29 | 340 | 45 | 25 | 241 | 13 |
| 3:45-4:00 | 24 | 27 | 19 | 14 | 37 | 27 | 36 | 309 | 45 | 20 | 223 | 10 |
| 4:00-4:15 | 23 | 24 | 11 | 16 | 49 | 26 | 29 | 337 | 51 | 28 | 168 | 10 |
| 4:15-4:30 | 26 | 28 | 4 | 14 | 35 | 36 | 18 | 273 | 47 | 18 | 198 | 6 |
| 4:30-4:45 | 17 | 21 | 20 | 19 | 48 | 20 | 30 | 394 | 56 | 22 | 239 | 7 |
| 4:45-5:00 | 25 | 29 | 26 | 19 | 37 | 32 | 29 | 370 | 64 | 15 | 188 | 4 |
| 5:00-5:15 | 12 | 17 | 11 | 13 | 38 | 24 | 24 | 390 | 64 | 13 | 200 | 8 |
| 5:15-5:30 | 13 | 20 | 21 | 23 | 51 | 50 | 31 | 402 | 45 | 15 | 186 | 11 |
| 5:30-5:45 | 15 | 23 | 11 | 27 | 43 | 20 | 18 | 325 | 39 | 13 | 184 | 6 |
| 5:45-6:00 | 18 | 8 | 16 | 29 | 33 | 21 | 9 | 360 | 47 | 5 | 196 | 12 |
| 6:00-6:15 | 12 | 11 | 16 | 19 | 29 | 16 | 18 | 362 | 31 | 3 | 188 | 20 |
| 6:15-6:30 | 16 | 11 | 7 | 15 | 31 | 31 | 25 | 301 | 34 | 4 | 194 | 9 |
| 6:30-6:45 | 15 | 10 | 7 | 13 | 24 | 25 | 20 | 290 | 32 | 6 | 175 | 8 |
| 6:45-7:00 | 12 | 8 | 6 | 10 | 22 | 19 | 18 | 278 | 29 | 4 | 152 | 7 |
| TOTAL | 937 | 918 | 485 | 552 | 1,089 | 1,005 | 1,124 | 10,194 | 1,323 | 557 | 10,107 | 559 |
| AM PK HR | 126 | 125 | 50 | 24 | 68 | 93 | 301 | 707 | 90 | 65 | 1,369 | 48 |
| MD PK HR | 80 | 67 | 60 | 50 | 92 | 87 | 111 | 1,051 | 135 | 62 | 997 | 92 |
| PM PK HR | 67 | 87 | 78 | 74 | 174 | 126 | 114 | 1,556 | 229 | 65 | 813 | 30 |

2,815
2,906
2,963
3,066
2,994
2,947
2,839
2,606
2,493

2,599
2,706
2,797
2,837
2,884
2,843
2,780
2,826
2,865

3,241
3,272
3,125
3,159
3,206
3,248
3,413
3,244
3,160
3,071
2,881
2,782
2,593

7:45-8:45
12:00-1:00
4:30-5:30



INTERSECTION TRAFFIC VOLUME COUNTS

LOCATION: Harding Road & unsignalized access to Kroger
DATE: Jan 2004
RECORDER: FTG
NOTES: unsignalized

| LOCATION | S/B Kroger | | | N/B Offices | | | W/B Harding Road | | | E/B Harding Road | | |
|-----------------|------------|---|-------|-------------|---|----|------------------|--------|-----|------------------|--------|-----|
| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| 7:00-7:15 | 2 | | 5 | | | | | 127 | 2 | 25 | 409 | 3 |
| 7:15-7:30 | | | 11 | | | | | 120 | 1 | 29 | 448 | 1 |
| 7:30-7:45 | | | 15 | | | | | 172 | 2 | 65 | 286 | 16 |
| 7:45-8:00 | | | 5 | | | | | 234 | 4 | 42 | 311 | 20 |
| 8:00-8:15 | | | 9 | | | | | 212 | 2 | 45 | 259 | 21 |
| 8:15-8:30 | | | 5 | | | | | 187 | 1 | 34 | 344 | 10 |
| 8:30-8:45 | | | 14 | | | | 1 | 169 | 3 | 26 | 363 | 18 |
| 8:45-9:00 | | | 12 | | | | | 192 | 3 | 42 | 329 | 11 |
| 9:00-9:15 | | | 21 | | | | 3 | 325 | 5 | 36 | 320 | 13 |
| 9:15-9:30 | | | 19 | | | 1 | 1 | 217 | 4 | 9 | 288 | 4 |
| 9:30-9:45 | | | 19 | | | 2 | 1 | 205 | 4 | 21 | 251 | 3 |
| 9:45-10:00 | 1 | | 21 | | | 2 | 2 | 242 | 1 | 20 | 305 | 7 |
| 10:00-10:15 | | | | | | | | | | | | |
| 10:15-10:30 | | | | | | | | | | | | |
| 10:30-10:45 | | | | | | | | | | | | |
| 10:45-11:00 | | | | | | | | | | | | |
| 11:00-11:15 | 1 | | 21 | | | 9 | 1 | 208 | 3 | 20 | 246 | 4 |
| 11:15-11:30 | 1 | | 24 | | | 3 | 1 | 233 | 2 | 31 | 242 | 4 |
| 11:30-11:45 | 2 | | 24 | | | 9 | | 264 | 6 | 23 | 275 | 3 |
| 11:45-12:00 | 1 | | 30 | | | 1 | | 270 | 7 | 23 | 275 | 1 |
| 12:00-12:15 | 3 | 1 | 30 | | | 4 | | 311 | 5 | 22 | 247 | 2 |
| 12:15-12:30 | 2 | | 29 | | | 4 | 1 | 257 | | 19 | 263 | 2 |
| 12:30-12:45 | 4 | | 33 | | | 2 | | 241 | 2 | 33 | 287 | 8 |
| 12:45-1:00 | 2 | | 26 | | | 1 | 3 | 281 | 6 | 26 | 243 | 2 |
| 1:00-1:15 | 4 | | 20 | | | 1 | | 265 | 5 | 22 | 248 | 4 |
| 1:15-1:30 | 2 | 1 | 26 | | | 1 | 1 | 266 | 6 | 25 | 269 | 6 |
| 1:30-1:45 | 1 | | 30 | | | 2 | 1 | 302 | 5 | 28 | 266 | 8 |
| 1:45-2:00 | 2 | | 33 | | | 3 | 4 | 298 | 5 | 35 | 254 | 4 |
| 2:00-2:15 | | | | | | | | | | | | |
| 2:15-2:30 | | | | | | | | | | | | |
| 2:30-2:45 | | | | | | | | | | | | |
| 2:45-3:00 | | | | | | | | | | | | |
| 3:00-3:15 | 2 | | 39 | | | 1 | 2 | 323 | 2 | 17 | 284 | 7 |
| 3:15-3:30 | | | 28 | | | 2 | | 331 | 6 | 37 | 282 | 6 |
| 3:30-3:45 | 1 | | 42 | | | 1 | | 355 | 3 | 27 | 237 | 4 |
| 3:45-4:00 | 1 | | 31 | 2 | | 2 | 1 | 386 | 6 | 23 | 221 | 3 |
| 4:00-4:15 | 1 | | 29 | 3 | | | 2 | 379 | 3 | 22 | 219 | 4 |
| 4:15-4:30 | 1 | | 38 | | | 1 | 2 | 372 | 3 | 20 | 223 | 2 |
| 4:30-4:45 | 3 | | 43 | 1 | | 1 | 1 | 376 | 2 | 15 | 194 | 1 |
| 4:45-5:00 | 1 | | 35 | 1 | | 1 | | 380 | 10 | 20 | 200 | 1 |
| 5:00-5:15 | 1 | | 45 | 1 | 1 | 3 | | 388 | 4 | 17 | 191 | |
| 5:15-5:30 | 3 | | 47 | | | 1 | | 408 | 3 | 21 | 192 | |
| 5:30-5:45 | 2 | | 30 | | | 1 | | 383 | 4 | 18 | 198 | 2 |
| 5:45-6:00 | 2 | | 43 | | | 1 | | 362 | | 24 | 249 | 4 |
| 6:00-6:15 | 1 | | 37 | | | | | 349 | 4 | 21 | 256 | 2 |
| 6:15-6:30 | 3 | | 34 | 1 | | 1 | | 331 | 8 | 21 | 242 | |
| 6:30-6:45 | 1 | | 33 | 1 | | | | 295 | 2 | 16 | 212 | |
| 6:45-7:00 | 5 | | 21 | 2 | | | | 244 | 5 | 13 | 206 | |
| TOTAL | 56 | 2 | 1,057 | 12 | 1 | 61 | 28 | 11,260 | 149 | 1,033 | 10,634 | 211 |
| AM PK HR | | | 52 | | | | 4 | 873 | 12 | 138 | 1,356 | 52 |
| MD PK HR | 10 | 1 | 122 | | | 11 | 1 | 1,079 | 14 | 97 | 1,072 | 13 |
| PM PK HR | 4 | | 140 | 2 | | 6 | 3 | 1,395 | 17 | 104 | 1,024 | 20 |

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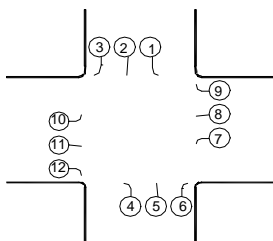
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2,367

8:15-9:15

11:45-12:45

3:00-4:00



INTERSECTION TRAFFIC VOLUME COUNTS

LOCATION: Harding Road & unsignalized access to Office Depot
DATE: Jan 2004
RECORDER: FTG
NOTES: unsignalized

| LOCATION | S/B | | | N/B | | | W/B Harding Road | | | E/B Harding Road | | |
|-------------|-----|---|---|-----|---|---|------------------|--------|-------|------------------|--------|----|
| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| 7:00-7:15 | | | | | | | | 147 | 17 | | 457 | |
| 7:15-7:30 | | | | | | | | 193 | 44 | | 364 | |
| 7:30-7:45 | | | | | | | | 232 | 32 | | 328 | |
| 7:45-8:00 | | | | | | | | 217 | 41 | | 328 | |
| 8:00-8:15 | | | | | | | | 201 | 32 | | 356 | |
| 8:15-8:30 | | | | | | | | 186 | 32 | | 368 | |
| 8:30-8:45 | | | | | | | | 213 | 34 | | 319 | |
| 8:45-9:00 | | | | | | | | 259 | 29 | 1 | 371 | 1 |
| 9:00-9:15 | | | | | | | | 245 | 30 | | 326 | |
| 9:15-9:30 | | | | | | | | 206 | 29 | 1 | 321 | 1 |
| 9:30-9:45 | | | | | | | | 228 | 42 | | 324 | |
| 9:45-10:00 | | | | | | | | 205 | 27 | 1 | 267 | |
| 10:00-10:15 | | | | | | | | | | | | |
| 10:15-10:30 | | | | | | | | | | | | |
| 10:30-10:45 | | | | | | | | | | | | |
| 10:45-11:00 | | | | | | | | | | | | |
| 11:00-11:15 | | | | | | | | 229 | 44 | | 208 | |
| 11:15-11:30 | | | | | | | | 252 | 48 | | 341 | |
| 11:30-11:45 | | | | | | | | 263 | 43 | | 299 | |
| 11:45-12:00 | | | | | | | | 285 | 51 | | 284 | |
| 12:00-12:15 | | | | | | | | 301 | 66 | | 287 | |
| 12:15-12:30 | | | | | | | | 310 | 56 | | 288 | |
| 12:30-12:45 | | | | | | | | 264 | 55 | 2 | 291 | 2 |
| 12:45-1:00 | | | | | | | | 251 | 62 | | 303 | |
| 1:00-1:15 | | | | | | | | 241 | 49 | | 290 | |
| 1:15-1:30 | | | | | | | | 247 | 38 | | 315 | |
| 1:30-1:45 | | | | | | | | 285 | 62 | | 271 | |
| 1:45-2:00 | | | | | | | | 294 | 43 | | 284 | |
| 2:00-2:15 | | | | | | | | | | | | |
| 2:15-2:30 | | | | | | | | | | | | |
| 2:30-2:45 | | | | | | | | | | | | |
| 2:45-3:00 | | | | | | | | | | | | |
| 3:00-3:15 | | | | | | | | 278 | 48 | 1 | 278 | |
| 3:15-3:30 | | | | | | | | 374 | 28 | 2 | 294 | |
| 3:30-3:45 | | | | | | | | 372 | 40 | | 273 | |
| 3:45-4:00 | | | | | | | | 353 | 53 | | 265 | |
| 4:00-4:15 | | | | | | | | 371 | 48 | 2 | 250 | |
| 4:15-4:30 | | | | | | | | 392 | 34 | | 262 | |
| 4:30-4:45 | | | | | | | | 411 | 39 | 1 | 235 | |
| 4:45-5:00 | | | | | | | | 431 | 45 | | 284 | |
| 5:00-5:15 | | | | | | | | 428 | 36 | 2 | 264 | |
| 5:15-5:30 | | | | | | | | 383 | 32 | | 312 | |
| 5:30-5:45 | | | | | | | | 401 | 34 | | 257 | |
| 5:45-6:00 | | | | | | | | 413 | 39 | 1 | 294 | |
| 6:00-6:15 | | | | | | | | 398 | 42 | 1 | 219 | |
| 6:15-6:30 | | | | | | | | 353 | 46 | | 226 | |
| 6:30-6:45 | | | | | | | | 295 | 21 | | 208 | |
| 6:45-7:00 | | | | | | | | 289 | 27 | | 182 | |
| TOTAL | | | | | | | | 11,696 | 1,618 | 15 | 11,693 | 4 |
| AM PK HR | | | | | | | | 903 | 125 | 1 | 1,384 | 1 |
| MD PK HR | | | | | | | | 1,160 | 228 | 2 | 1,150 | 2 |
| PM PK HR | | | | | | | | 1,643 | 147 | 2 | 1,117 | |

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2,419

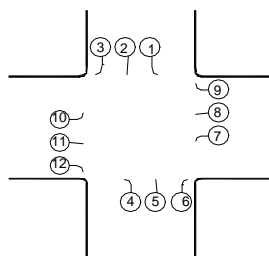
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2,864
2,903
2,909
2,896
2,826
2,724
2,556
2,307

8:15-9:15
11:45-12:45
4:45-5:45

SOUTHWEST

Office Depot

INTERSECTION TRAFFIC VOLUME COUNTS

Office
ComplexParking
Garage

LOCATION:

HG Hill - Office Depot Connector

DATE:

Jan 2004

RECORDER:

FTG

NOTES:

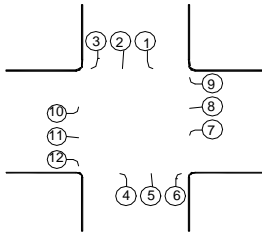
unsignalized

HG Hill

| LOCATION | From Office Depot | | | From HG Hill | | | Garage | | | Office Bldg | | |
|-------------|-------------------|-------|----|--------------|-------|-----|--------|---|----|-------------|----|----|
| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| 7:00-7:15 | 2 | 33 | 1 | | 6 | 10 | | | | 1 | 2 | 1 |
| 7:15-7:30 | 7 | 49 | 4 | 2 | 12 | 12 | | | | | 2 | |
| 7:30-7:45 | 5 | 54 | 2 | 4 | 19 | 10 | | | | | 2 | 2 |
| 7:45-8:00 | 13 | 43 | 1 | 2 | 19 | 15 | | | | 1 | | |
| 8:00-8:15 | 1 | 43 | | 2 | 14 | 17 | | | | | | 1 |
| 8:15-8:30 | 3 | 34 | 2 | 2 | 14 | 15 | | | | | | 2 |
| 8:30-8:45 | 4 | 33 | 1 | 1 | 14 | 10 | | | | 2 | | |
| 8:45-9:00 | 2 | 26 | 1 | 3 | 17 | 4 | | | | | | |
| 9:00-9:15 | | | | | | | | | | | | |
| 9:15-9:30 | | | | | | | | | | | | |
| 9:30-9:45 | | | | | | | | | | | | |
| 9:45-10:00 | | | | | | | | | | | | |
| 10:00-10:15 | | | | | | | | | | | | |
| 10:15-10:30 | | | | | | | | | | | | |
| 10:30-10:45 | | | | | | | | | | | | |
| 10:45-11:00 | | | | | | | | | | | | |
| 11:00-11:15 | 1 | 46 | | 3 | 29 | | 3 | | | | | |
| 11:15-11:30 | 1 | 46 | | 1 | 31 | | 5 | | 1 | | | 4 |
| 11:30-11:45 | 1 | 46 | 1 | 4 | 16 | 1 | 5 | | 1 | 2 | | 3 |
| 11:45-12:00 | | 49 | 2 | 4 | 32 | 3 | | | 1 | | | 1 |
| 12:00-12:15 | | 66 | 1 | 1 | 27 | | 4 | | 3 | 1 | | 4 |
| 12:15-12:30 | 5 | 55 | | 5 | 36 | | 4 | | 9 | 1 | | 4 |
| 12:30-12:45 | 1 | 64 | 3 | 3 | 34 | | 2 | | | 1 | | 1 |
| 12:45-1:00 | 3 | 63 | 1 | 4 | 21 | 1 | 1 | | | 1 | | 4 |
| 1:00-1:15 | 5 | 66 | | 4 | 22 | 1 | 2 | | 3 | 1 | | 1 |
| 1:15-1:30 | 3 | 52 | 2 | 5 | 30 | 2 | 2 | | 1 | | | 2 |
| 1:30-1:45 | 1 | 65 | 2 | 3 | 35 | 2 | 2 | | | 1 | | 5 |
| 1:45-2:00 | 2 | 49 | 1 | 1 | 19 | | | | | | | 2 |
| 2:00-2:15 | | | | | | | | | | | | |
| 2:15-2:30 | | | | | | | | | | | | |
| 2:30-2:45 | | | | | | | | | | | | |
| 2:45-3:00 | | | | | | | | | | | | |
| 3:00-3:15 | | 57 | 3 | 3 | 35 | | | | | 2 | | 5 |
| 3:15-3:30 | | 57 | 1 | 1 | 45 | 1 | 3 | | | | | 4 |
| 3:30-3:45 | | 33 | | 1 | 36 | | 2 | | 1 | 1 | | 1 |
| 3:45-4:00 | | 52 | 1 | | 39 | | 6 | | 1 | | | |
| 4:00-4:15 | | 62 | 1 | 2 | 37 | | 4 | | 7 | 2 | | 3 |
| 4:15-4:30 | | 37 | 2 | 1 | 42 | | 5 | | 4 | | | 5 |
| 4:30-4:45 | | 41 | 1 | 2 | 48 | 1 | 13 | | 7 | 1 | | 2 |
| 4:45-5:00 | | 40 | 3 | 2 | 32 | | 9 | | | 1 | | 3 |
| 5:00-5:15 | | 33 | | 1 | 39 | 1 | 21 | | 9 | 3 | | 3 |
| 5:15-5:30 | | 40 | 3 | 3 | 29 | | 14 | | 7 | | | 6 |
| 5:30-5:45 | | 44 | 1 | 1 | 40 | | 8 | | 5 | 1 | | 2 |
| 5:45-6:00 | | 45 | 3 | 3 | 39 | | 10 | | 1 | 2 | | 2 |
| 6:00-6:15 | | 32 | 1 | 1 | 35 | 1 | 2 | | 4 | 1 | | |
| 6:15-6:30 | | 29 | | 2 | 24 | | 6 | | 1 | 1 | | 1 |
| 6:30-6:45 | | 37 | | | 30 | | 2 | | 1 | | | 1 |
| 6:45-7:00 | | 39 | 1 | | 19 | | 1 | | | 3 | | 1 |
| TOTAL | 60 | 1,660 | 46 | 77 | 1,016 | 107 | 136 | | 67 | 30 | 6 | 76 |
| AM PK HR | 26 | 189 | 7 | 10 | 64 | 54 | | | | 1 | 4 | 3 |
| AM PK HR | 9 | 248 | 5 | 13 | 118 | 1 | 11 | | 12 | 4 | | 13 |
| PM PK HR | | 192 | 5 | 5 | 166 | 1 | 28 | | 19 | 3 | | 10 |

336
358
342
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268343
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386
348
317
2767:15-8:15
12:00-1:00
3:45-4:45

INTERSECTION TRAFFIC VOLUME COUNTS



LOCATION: Harding Road & White Bridge Road
DATE: Jan 2004
RECORDER: FTG
NOTES: signalized

| LOCATION | S/B White Bridge | | | N/B Woodmont | | | W/B Harding Road | | | E/B Harding Road | | |
|-----------------|------------------|-------|-------|--------------|-------|-----|------------------|-------|-------|------------------|-------|-------|
| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| 7:00-7:15 | 141 | 66 | 47 | 11 | 25 | 21 | 12 | 90 | 55 | 22 | 387 | 19 |
| 7:15-7:30 | 195 | 73 | 70 | 31 | 44 | 30 | 11 | 127 | 79 | 13 | 356 | 6 |
| 7:30-7:45 | 218 | 90 | 45 | 24 | 56 | 21 | 15 | 158 | 97 | 15 | 332 | 14 |
| 7:45-8:00 | 181 | 69 | 60 | 39 | 71 | 21 | 14 | 180 | 118 | 19 | 328 | 24 |
| 8:00-8:15 | 199 | 73 | 66 | 20 | 71 | 37 | 19 | 137 | 88 | 22 | 305 | 26 |
| 8:15-8:30 | 187 | 82 | 68 | 21 | 64 | 19 | 16 | 139 | 93 | 34 | 321 | 30 |
| 8:30-8:45 | 171 | 67 | 60 | 33 | 79 | 28 | 22 | 132 | 107 | 32 | 276 | 41 |
| 8:45-9:00 | 134 | 71 | 61 | 25 | 80 | 13 | 19 | 169 | 123 | 29 | 316 | 23 |
| 9:00-9:15 | 120 | 69 | 62 | 27 | 61 | 30 | 20 | 165 | 118 | 35 | 296 | 27 |
| 9:15-9:30 | 144 | 58 | 38 | 31 | 78 | 23 | 24 | 128 | 111 | 34 | 245 | 26 |
| 9:30-9:45 | 142 | 60 | 52 | 36 | 89 | 29 | 31 | 155 | 153 | 52 | 291 | 24 |
| 9:45-10:00 | 112 | 51 | 45 | 18 | 66 | 22 | 23 | 151 | 130 | 44 | 204 | 31 |
| 10:00-10:15 | | | | | | | | | | | | |
| 10:15-10:30 | | | | | | | | | | | | |
| 10:30-10:45 | | | | | | | | | | | | |
| 10:45-11:00 | | | | | | | | | | | | |
| 11:00-11:15 | 128 | 60 | 64 | 39 | 77 | 16 | 31 | 209 | 172 | 49 | 195 | 31 |
| 11:15-11:30 | 153 | 66 | 88 | 31 | 71 | 33 | 35 | 217 | 193 | 57 | 222 | 36 |
| 11:30-11:45 | 160 | 71 | 90 | 37 | 68 | 19 | 25 | 231 | 211 | 55 | 219 | 32 |
| 11:45-12:00 | 188 | 92 | 97 | 46 | 93 | 28 | 30 | 225 | 227 | 56 | 210 | 39 |
| 12:00-12:15 | 204 | 89 | 98 | 44 | 99 | 30 | 35 | 196 | 216 | 57 | 222 | 33 |
| 12:15-12:30 | 182 | 83 | 101 | 58 | 103 | 24 | 33 | 213 | 239 | 95 | 219 | 27 |
| 12:30-12:45 | 172 | 78 | 84 | 53 | 94 | 31 | 52 | 203 | 213 | 57 | 215 | 36 |
| 12:45-1:00 | 203 | 91 | 91 | 38 | 94 | 25 | 32 | 201 | 214 | 50 | 261 | 41 |
| 1:00-1:15 | 170 | 78 | 86 | 31 | 92 | 35 | 23 | 210 | 215 | 59 | 274 | 43 |
| 1:15-1:30 | 176 | 74 | 63 | 31 | 87 | 28 | 23 | 193 | 194 | 56 | 240 | 41 |
| 1:30-1:45 | 170 | 81 | 68 | 33 | 79 | 31 | 33 | 228 | 195 | 57 | 261 | 41 |
| 1:45-2:00 | 219 | 97 | 85 | 40 | 74 | 39 | 27 | 237 | 165 | 49 | 224 | 31 |
| 2:00-2:15 | | | | | | | | | | | | |
| 2:15-2:30 | | | | | | | | | | | | |
| 2:30-2:45 | | | | | | | | | | | | |
| 2:45-3:00 | | | | | | | | | | | | |
| 3:00-3:15 | 169 | 71 | 63 | 41 | 91 | 28 | 37 | 266 | 190 | 58 | 223 | 20 |
| 3:15-3:30 | 138 | 51 | 56 | 51 | 67 | 19 | 46 | 302 | 196 | 63 | 266 | 39 |
| 3:30-3:45 | 124 | 74 | 73 | 50 | 95 | 26 | 26 | 321 | 179 | 52 | 240 | 30 |
| 3:45-4:00 | 150 | 81 | 83 | 75 | 98 | 31 | 27 | 313 | 240 | 52 | 227 | 35 |
| 4:00-4:15 | 148 | 76 | 63 | 45 | 85 | 25 | 35 | 323 | 182 | 52 | 183 | 26 |
| 4:15-4:30 | 133 | 85 | 69 | 49 | 111 | 18 | 28 | 317 | 201 | 53 | 159 | 31 |
| 4:30-4:45 | 133 | 88 | 82 | 60 | 91 | 10 | 24 | 322 | 148 | 68 | 149 | 47 |
| 4:45-5:00 | 144 | 85 | 93 | 63 | 96 | 14 | 17 | 368 | 187 | 36 | 200 | 45 |
| 5:00-5:15 | 148 | 83 | 102 | 77 | 109 | 21 | 18 | 341 | 230 | 47 | 190 | 38 |
| 5:15-5:30 | 104 | 71 | 62 | 59 | 118 | 18 | 24 | 251 | 221 | 45 | 151 | 25 |
| 5:30-5:45 | 151 | 77 | 65 | 50 | 103 | 18 | 14 | 423 | 213 | 33 | 177 | 27 |
| 5:45-6:00 | 132 | 84 | 53 | 47 | 118 | 12 | 7 | 261 | 244 | 33 | 136 | 24 |
| 6:00-6:15 | 108 | 77 | 71 | 47 | 107 | 17 | 28 | 393 | 187 | 42 | 174 | 32 |
| 6:15-6:30 | 141 | 75 | 76 | 34 | 48 | 12 | 16 | 338 | 148 | 34 | 182 | 34 |
| 6:30-6:45 | 113 | 79 | 49 | 34 | 45 | 7 | 19 | 243 | 107 | 24 | 125 | 28 |
| 6:45-7:00 | 109 | 60 | 44 | 29 | 52 | 13 | 10 | 180 | 102 | 35 | 114 | 20 |
| TOTAL | 6,214 | 3,006 | 2,793 | 1,608 | 3,249 | 922 | 981 | 9,256 | 6,701 | 1,775 | 9,315 | 1,223 |
| AM PK HR | 785 | 314 | 239 | 104 | 262 | 98 | 64 | 614 | 396 | 90 | 1,286 | 94 |
| MD PK HR | 761 | 341 | 374 | 193 | 390 | 110 | 152 | 813 | 882 | 259 | 917 | 137 |
| PM PK HR | 547 | 316 | 322 | 249 | 426 | 71 | 73 | 1,383 | 851 | 161 | 718 | 135 |

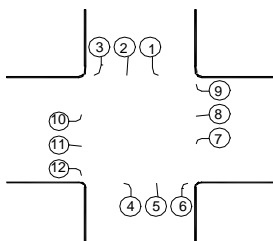
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 4,923
 4,445
 4,062

7:30-8:30
 12:00-1:00
 4:45-5:45

INTERSECTION TRAFFIC VOLUME COUNTS



LOCATION: Harding Road & Kenner Ave.
DATE: Jan 2004
RECORDER: FTG
NOTES: signalized

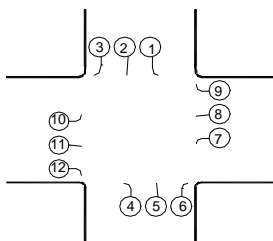
| LOCATION | S/B Kenner | | | N/B Kenner | | | W/B Harding Road | | | E/B Harding Road | | |
|-----------------|------------|-----|-------|------------|-----|-----|------------------|--------|-----|------------------|--------|-------|
| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| 7:00-7:15 | 15 | 5 | 10 | 16 | 4 | 5 | 7 | 142 | 12 | 2 | 513 | 48 |
| 7:15-7:30 | 31 | 14 | 20 | 21 | 6 | 10 | 8 | 208 | 14 | 6 | 471 | 60 |
| 7:30-7:45 | 42 | 14 | 10 | 30 | 8 | 11 | 8 | 266 | 19 | 4 | 488 | 55 |
| 7:45-8:00 | 30 | 12 | 16 | 44 | 11 | 10 | 10 | 261 | 32 | 9 | 482 | 52 |
| 8:00-8:15 | 17 | 5 | 19 | 21 | 7 | 18 | 8 | 216 | 28 | 6 | 485 | 46 |
| 8:15-8:30 | 24 | 6 | 22 | 11 | 8 | 7 | 15 | 183 | 22 | 11 | 429 | 62 |
| 8:30-8:45 | 23 | 5 | 12 | 27 | 7 | 11 | 14 | 216 | 19 | 8 | 387 | 50 |
| 8:45-9:00 | 31 | 4 | 27 | 35 | 12 | 13 | 14 | 236 | 18 | 9 | 339 | 60 |
| 9:00-9:15 | 32 | 9 | 16 | 32 | 12 | 20 | 9 | 219 | 12 | 7 | 372 | 37 |
| 9:15-9:30 | 30 | 12 | 23 | 32 | 8 | 20 | 8 | 227 | 9 | 8 | 351 | 34 |
| 9:30-9:45 | 35 | 10 | 21 | 26 | 14 | 23 | 9 | 286 | 6 | 7 | 317 | 25 |
| 9:45-10:00 | 24 | 10 | 31 | 42 | 11 | 12 | 12 | 250 | 17 | 9 | 326 | 22 |
| 10:00-10:15 | | | | | | | | | | | | |
| 10:15-10:30 | | | | | | | | | | | | |
| 10:30-10:45 | | | | | | | | | | | | |
| 10:45-11:00 | | | | | | | | | | | | |
| 11:00-11:15 | 21 | 18 | 55 | 45 | 11 | 11 | 11 | 317 | 8 | 17 | 307 | 30 |
| 11:15-11:30 | 28 | 9 | 32 | 45 | 10 | 18 | 10 | 335 | 16 | 19 | 317 | 40 |
| 11:30-11:45 | 35 | 16 | 49 | 36 | 8 | 15 | 13 | 368 | 7 | 16 | 338 | 19 |
| 11:45-12:00 | 33 | 16 | 49 | 39 | 16 | 21 | 12 | 340 | 6 | 17 | 337 | 20 |
| 12:00-12:15 | 44 | 17 | 55 | 42 | 13 | 14 | 13 | 350 | 7 | 22 | 325 | 23 |
| 12:15-12:30 | 46 | 18 | 38 | 49 | 11 | 18 | 12 | 363 | 11 | 21 | 315 | 32 |
| 12:30-12:45 | 43 | 19 | 34 | 46 | 9 | 14 | 17 | 303 | 8 | 23 | 320 | 35 |
| 12:45-1:00 | 45 | 28 | 55 | 36 | 11 | 14 | 11 | 338 | 14 | 8 | 331 | 34 |
| 1:00-1:15 | 37 | 13 | 36 | 39 | 12 | 13 | 11 | 289 | 19 | 16 | 354 | 38 |
| 1:15-1:30 | 31 | 11 | 35 | 46 | 9 | 15 | 10 | 292 | 12 | 16 | 331 | 37 |
| 1:30-1:45 | 39 | 13 | 45 | 42 | 15 | 13 | 17 | 354 | 8 | 19 | 313 | 25 |
| 1:45-2:00 | 31 | 13 | 39 | 43 | 6 | 13 | 11 | 305 | 10 | 24 | 314 | 27 |
| 2:00-2:15 | | | | | | | | | | | | |
| 2:15-2:30 | | | | | | | | | | | | |
| 2:30-2:45 | | | | | | | | | | | | |
| 2:45-3:00 | | | | | | | | | | | | |
| 3:00-3:15 | 36 | 24 | 27 | 39 | 7 | 14 | 3 | 371 | 10 | 19 | 322 | 59 |
| 3:15-3:30 | 51 | 19 | 47 | 58 | 10 | 6 | 11 | 371 | 15 | 20 | 268 | 44 |
| 3:30-3:45 | 41 | 21 | 48 | 68 | 6 | 5 | 9 | 401 | 10 | 19 | 275 | 23 |
| 3:45-4:00 | 39 | 19 | 48 | 45 | 12 | 8 | 10 | 445 | 10 | 13 | 291 | 24 |
| 4:00-4:15 | 38 | 18 | 54 | 40 | 13 | 5 | 9 | 469 | 14 | 9 | 258 | 37 |
| 4:15-4:30 | 42 | 12 | 44 | 46 | 7 | 4 | 7 | 479 | 13 | 11 | 291 | 31 |
| 4:30-4:45 | 40 | 21 | 55 | 25 | 8 | 8 | 14 | 479 | 11 | 11 | 272 | 28 |
| 4:45-5:00 | 36 | 18 | 51 | 43 | 12 | 10 | 10 | 436 | 6 | 13 | 298 | 46 |
| 5:00-5:15 | 44 | 26 | 55 | 35 | 8 | 15 | 8 | 408 | 7 | 9 | 242 | 75 |
| 5:15-5:30 | 24 | 15 | 59 | 39 | 12 | 5 | 4 | 462 | 5 | 12 | 269 | 33 |
| 5:30-5:45 | 43 | 12 | 47 | 42 | 12 | 7 | 2 | 498 | 9 | 14 | 277 | 30 |
| 5:45-6:00 | 38 | 22 | 45 | 57 | 10 | 4 | 8 | 452 | 9 | 12 | 226 | 29 |
| 6:00-6:15 | 39 | 14 | 30 | 10 | 6 | 3 | 2 | 441 | 13 | 9 | 248 | 33 |
| 6:15-6:30 | 24 | 5 | 27 | 36 | 11 | 1 | 1 | 388 | 7 | 5 | 248 | 21 |
| 6:30-6:45 | 9 | 6 | 29 | 25 | 3 | 7 | 6 | 370 | 7 | 5 | 202 | 18 |
| 6:45-7:00 | | 10 | 23 | 26 | 2 | 5 | 3 | 326 | 9 | 5 | 213 | 20 |
| TOTAL | 1,311 | 559 | 1,438 | 1,479 | 378 | 446 | 377 | 13,460 | 489 | 490 | 13,062 | 1,462 |
| AM PK HR | 120 | 45 | 65 | 116 | 32 | 49 | 34 | 951 | 93 | 25 | 1,926 | 213 |
| MD PK HR | 158 | 67 | 191 | 166 | 48 | 68 | 50 | 1,421 | 31 | 76 | 1,315 | 94 |
| PM PK HR | 156 | 69 | 204 | 154 | 40 | 27 | 40 | 1,863 | 44 | 44 | 1,119 | 142 |

3,572
3,669
3,600
3,424
3,253
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3,116
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3,774
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3,902
3,870
3,822
3,843
3,776
3,692
3,527
3,221
2,951

7:15-8:15
11:30-12:30
4:00-5:00



INTERSECTION TRAFFIC VOLUME COUNTS

LOCATION: Harding Road & unsignalized access to H. G. Hills
DATE: Jan 2004
RECORDER: FTG
NOTES: unsignalized

| LOCATION | S/B H.G. Hills | | | N/B | | | W/B Harding Road | | | E/B Harding Road | | |
|-------------|----------------|---|-----|-----|---|---|------------------|--------|-----|------------------|--------|----|
| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| 7:00-7:15 | 5 | | 5 | | | | | 143 | 6 | 3 | 507 | |
| 7:15-7:30 | 9 | | | | | | | 200 | 9 | 4 | 519 | |
| 7:30-7:45 | 21 | | 1 | | | | | 264 | 6 | | 519 | |
| 7:45-8:00 | 10 | | 4 | | | | | 300 | 18 | | 491 | |
| 8:00-8:15 | 4 | | 4 | | | | | 220 | 8 | | 460 | |
| 8:15-8:30 | 2 | | 3 | | | | | 245 | 10 | 1 | 475 | |
| 8:30-8:45 | 1 | | 2 | | | | | 214 | 7 | 2 | 438 | |
| 8:45-9:00 | 4 | | 7 | | | | | 281 | 13 | 2 | 420 | |
| 9:00-9:15 | 1 | | | | | | | 256 | 12 | 2 | 373 | |
| 9:15-9:30 | 4 | | 1 | | | | | 256 | 8 | 6 | 366 | |
| 9:30-9:45 | 2 | | 4 | | | | | 252 | 14 | 2 | 410 | |
| 9:45-10:00 | 3 | | 1 | | | | | 297 | 13 | 3 | 349 | |
| 10:00-10:15 | | | | | | | | | | | | |
| 10:15-10:30 | | | | | | | | | | | | |
| 10:30-10:45 | | | | | | | | | | | | |
| 10:45-11:00 | | | | | | | | | | | | |
| 11:00-11:15 | 3 | | 5 | | | | | 328 | 23 | 3 | 341 | |
| 11:15-11:30 | 3 | | 7 | | | | | 322 | 19 | 1 | 310 | |
| 11:30-11:45 | 2 | | 7 | | | | | 386 | 31 | 2 | 315 | |
| 11:45-12:00 | 3 | | 4 | | | | | 376 | 29 | 3 | 322 | |
| 12:00-12:15 | 4 | | 2 | | | | | 369 | 28 | 3 | 334 | |
| 12:15-12:30 | 5 | | 6 | | | | | 371 | 21 | 5 | 346 | |
| 12:30-12:45 | 5 | | 8 | | | | | 344 | 22 | 2 | 365 | |
| 12:45-1:00 | 4 | | 15 | | | | | 385 | 15 | 3 | 368 | |
| 1:00-1:15 | 6 | | 9 | | | | | 385 | 26 | 6 | 368 | |
| 1:15-1:30 | 3 | | 5 | | | | | 320 | 28 | 2 | 377 | |
| 1:30-1:45 | | | 4 | | | | | 322 | 17 | 4 | 369 | |
| 1:45-2:00 | 5 | | 6 | | | | | 331 | 20 | 1 | 421 | |
| 2:00-2:15 | | | | | | | | | | | | |
| 2:15-2:30 | | | | | | | | | | | | |
| 2:30-2:45 | | | | | | | | | | | | |
| 2:45-3:00 | | | | | | | | | | | | |
| 3:00-3:15 | 2 | | 6 | | | | | 366 | 21 | 2 | 321 | |
| 3:15-3:30 | 2 | | 5 | | | | | 413 | 20 | 1 | 341 | |
| 3:30-3:45 | 2 | | 4 | | | | | 446 | 28 | 1 | 341 | |
| 3:45-4:00 | | | 5 | | | | | 468 | 27 | 1 | 314 | |
| 4:00-4:15 | | | 3 | | | | | 453 | 26 | | 295 | |
| 4:15-4:30 | 1 | | 2 | | | | | 464 | 22 | | 304 | |
| 4:30-4:45 | | | 1 | | | | | 440 | 22 | | 252 | |
| 4:45-5:00 | | | 2 | | | | | 512 | 26 | 2 | 275 | |
| 5:00-5:15 | | | 3 | | | | | 507 | 24 | 2 | 292 | |
| 5:15-5:30 | 2 | | 1 | | | | | 492 | 28 | 2 | 276 | |
| 5:30-5:45 | | | 3 | | | | | 500 | 15 | 1 | 270 | |
| 5:45-6:00 | 1 | | 2 | | | | | 463 | 19 | | 269 | |
| 6:00-6:15 | 1 | | 2 | | | | | 426 | 17 | | 288 | |
| 6:15-6:30 | 3 | | 2 | | | | | 364 | 10 | 1 | 296 | |
| 6:30-6:45 | 5 | | 5 | | | | | 329 | 13 | | 274 | |
| 6:45-7:00 | 3 | | 5 | | | | | 283 | 7 | 2 | 236 | |
| TOTAL | 131 | | 161 | | | | | 14,093 | 728 | 75 | 14,207 | |
| AM PK HR | 44 | | 9 | | | | | 984 | 41 | 4 | 1,989 | |
| MD PK HR | 20 | | 38 | | | | | 1,485 | 84 | 16 | 1,447 | |
| PM PK HR | 2 | | 9 | | | | | 2,011 | 93 | 7 | 1,113 | |

3,044

3,071

3,066

2,919

2,823

2,771

2,676

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2,635

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2,953

2,790

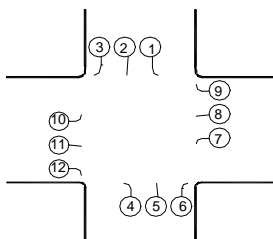
2,572

7:15-8:15

12:15-1:15

4:45-5:45

INTERSECTION TRAFFIC VOLUME COUNTS



LOCATION: Harding Road & Bosley Springs Road
DATE: Jan 2004
RECORDER: FTG
NOTES: signalized

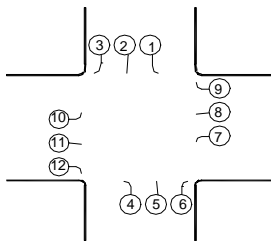
| LOCATION | S/B Bosley Springs | | | N/B Bosley Springs | | | W/B Harding Road | | | E/B Harding Road | | |
|-----------------|--------------------|-----|-------|--------------------|-----|-----|------------------|--------|-----|------------------|--------|-----|
| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| 7:00-7:15 | 9 | 1 | 13 | 6 | 5 | 12 | 5 | 161 | 85 | 63 | 511 | |
| 7:15-7:30 | 9 | 2 | 27 | 19 | 18 | 30 | 7 | 229 | 83 | 59 | 464 | 3 |
| 7:30-7:45 | 11 | 1 | 28 | 45 | 15 | 25 | 7 | 269 | 77 | 61 | 458 | 3 |
| 7:45-8:00 | 14 | 2 | 30 | 29 | 17 | 32 | 13 | 248 | 60 | 72 | 385 | 3 |
| 8:00-8:15 | 16 | 3 | 10 | 22 | 10 | 20 | 7 | 178 | 33 | 69 | 409 | 7 |
| 8:15-8:30 | 8 | 3 | 19 | 15 | 8 | 14 | 10 | 202 | 41 | 38 | 321 | 4 |
| 8:30-8:45 | 17 | 3 | 19 | 25 | 5 | 15 | 8 | 201 | 38 | 27 | 339 | 9 |
| 8:45-9:00 | 10 | 2 | 23 | 23 | 5 | 13 | 14 | 262 | 21 | 36 | 304 | 9 |
| 9:00-9:15 | 18 | 7 | 28 | 13 | 7 | 14 | 9 | 238 | 22 | 33 | 337 | 6 |
| 9:15-9:30 | 32 | 5 | 19 | 28 | 5 | 25 | 3 | 243 | 25 | 23 | 336 | 13 |
| 9:30-9:45 | 23 | 5 | 30 | 20 | 2 | 15 | 11 | 275 | 20 | 21 | 292 | 3 |
| 9:45-10:00 | 23 | 8 | 51 | 23 | 4 | 14 | 11 | 243 | 19 | 26 | 315 | 12 |
| 10:00-10:15 | | | | | | | | | | | | |
| 10:15-10:30 | | | | | | | | | | | | |
| 10:30-10:45 | | | | | | | | | | | | |
| 10:45-11:00 | | | | | | | | | | | | |
| 11:00-11:15 | 26 | 12 | 33 | 30 | 2 | 22 | 6 | 341 | 16 | 25 | 314 | 9 |
| 11:15-11:30 | 29 | 2 | 58 | 33 | 1 | 19 | 9 | 333 | 16 | 26 | 296 | 14 |
| 11:30-11:45 | 25 | 10 | 65 | 29 | 3 | 19 | 16 | 318 | 24 | 31 | 311 | 5 |
| 11:45-12:00 | 27 | 7 | 61 | 40 | 6 | 19 | 12 | 247 | 16 | 25 | 340 | 16 |
| 12:00-12:15 | 28 | 5 | 54 | 38 | 4 | 11 | 14 | 364 | 12 | 34 | 287 | 15 |
| 12:15-12:30 | 37 | 2 | 44 | 30 | 2 | 11 | 14 | 367 | 20 | 30 | 310 | 11 |
| 12:30-12:45 | 19 | 8 | 49 | 24 | 9 | 25 | 16 | 323 | 22 | 35 | 370 | 6 |
| 12:45-1:00 | 25 | 6 | 41 | 46 | 6 | 23 | 11 | 318 | 29 | 27 | 367 | 12 |
| 1:00-1:15 | 24 | 4 | 43 | 47 | 3 | 13 | 17 | 290 | 18 | 21 | 313 | 16 |
| 1:15-1:30 | 26 | 4 | 28 | 36 | 4 | 21 | 16 | 304 | 20 | 20 | 349 | 6 |
| 1:30-1:45 | 29 | 9 | 36 | 38 | 6 | 25 | 18 | 324 | 21 | 30 | 308 | 8 |
| 1:45-2:00 | 35 | 8 | 47 | 31 | 7 | 15 | 15 | 282 | 13 | 27 | 363 | 11 |
| 2:00-2:15 | | | | | | | | | | | | |
| 2:15-2:30 | | | | | | | | | | | | |
| 2:30-2:45 | | | | | | | | | | | | |
| 2:45-3:00 | | | | | | | | | | | | |
| 3:00-3:15 | 49 | 8 | 64 | 37 | 5 | 22 | 30 | 364 | 8 | 17 | 362 | 7 |
| 3:15-3:30 | 45 | 6 | 69 | 65 | 5 | 19 | 10 | 346 | 16 | 22 | 358 | 13 |
| 3:30-3:45 | 15 | 13 | 74 | 92 | 8 | 17 | 14 | 350 | 10 | 14 | 386 | 7 |
| 3:45-4:00 | 39 | 10 | 89 | 54 | 3 | 21 | 16 | 348 | 7 | 28 | 289 | 9 |
| 4:00-4:15 | 40 | 10 | 78 | 88 | 1 | 21 | 17 | 374 | 4 | 13 | 337 | 6 |
| 4:15-4:30 | 44 | 8 | 58 | 75 | 6 | 18 | 6 | 397 | 11 | 8 | 306 | 5 |
| 4:30-4:45 | 59 | 5 | 84 | 71 | 3 | 17 | 9 | 320 | 7 | 11 | 303 | 5 |
| 4:45-5:00 | 34 | 13 | 78 | 109 | 8 | 10 | 9 | 369 | 5 | 16 | 334 | 4 |
| 5:00-5:15 | 50 | 7 | 83 | 114 | 11 | 30 | 27 | 339 | 6 | 15 | 266 | 3 |
| 5:15-5:30 | 28 | 9 | 61 | 101 | 1 | 7 | 14 | 360 | 11 | 18 | 320 | 13 |
| 5:30-5:45 | 18 | 2 | 28 | 85 | 6 | 31 | 10 | 496 | 8 | 20 | 337 | 8 |
| 5:45-6:00 | 25 | 5 | 42 | 107 | 14 | 32 | 19 | 405 | 11 | 16 | 284 | 13 |
| 6:00-6:15 | 32 | 5 | 46 | 82 | 4 | 21 | 18 | 403 | 20 | 26 | 293 | 8 |
| 6:15-6:30 | 13 | 4 | 29 | 28 | 2 | 14 | 18 | 314 | 32 | 38 | 281 | 6 |
| 6:30-6:45 | 6 | 2 | 23 | 23 | 1 | 19 | 17 | 317 | 13 | 26 | 286 | 7 |
| 6:45-7:00 | 17 | 1 | 35 | 25 | | 7 | 15 | 312 | 11 | 18 | 239 | 6 |
| TOTAL | 1,034 | 227 | 1,797 | 1,846 | 232 | 758 | 518 | 12,374 | 931 | 1,165 | 13,380 | 321 |
| AM PK HR | 43 | 6 | 98 | 99 | 55 | 99 | 32 | 907 | 305 | 255 | 1,818 | 9 |
| MD PK HR | 109 | 21 | 188 | 138 | 21 | 70 | 55 | 1,372 | 83 | 126 | 1,334 | 44 |
| PM PK HR | 130 | 31 | 250 | 409 | 26 | 78 | 60 | 1,564 | 30 | 69 | 1,257 | 28 |

3,726
3,639
3,372
3,078
2,895
2,843
2,917
2,928
2,955

3,344
3,374
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3,460
3,406
3,349

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3,876
3,844
3,738
3,814
3,776
3,777
3,932
3,916
3,923
3,759
3,450
3,163

7:00-8:00
12:00-1:00
4:45-5:45



INTERSECTION TRAFFIC VOLUME COUNTS

LOCATION: Harding Road & St. Thomas Dr.
DATE: Jan 2004
RECORDER: FTG
NOTES: signalized

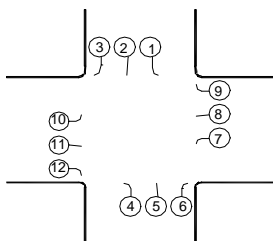
| LOCATION | S/B out of St. Thomas | | | N/B | | | W/B Harding Road | | | E/B Harding Road | | |
|-----------------|-----------------------|---|-----|-----|---|---|------------------|--------|-------|------------------|--------|----|
| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| 7:00-7:15 | 17 | | 8 | | | | | 221 | 55 | 43 | 384 | |
| 7:15-7:30 | 32 | | 2 | | | | | 230 | 66 | 52 | 484 | |
| 7:30-7:45 | 31 | | 7 | | | | | 308 | 78 | 58 | 449 | |
| 7:45-8:00 | 31 | | 12 | | | | | 329 | 74 | 58 | 387 | |
| 8:00-8:15 | 16 | | 8 | | | | | 306 | 80 | 65 | 368 | |
| 8:15-8:30 | 15 | | 8 | | | | | 261 | 85 | 51 | 387 | |
| 8:30-8:45 | 34 | | 8 | | | | | 232 | 72 | 59 | 317 | |
| 8:45-9:00 | 32 | | 4 | | | | | 285 | 88 | 81 | 304 | |
| 9:00-9:15 | 25 | | 7 | | | | | 313 | 78 | 58 | 322 | |
| 9:15-9:30 | 36 | | 11 | | | | | 242 | 72 | 54 | 260 | |
| 9:30-9:45 | 46 | | 18 | | | | | 245 | 76 | 66 | 267 | |
| 9:45-10:00 | 55 | | 19 | | | | | 281 | 76 | 64 | 311 | |
| 10:00-10:15 | | | | | | | | | | | | |
| 10:15-10:30 | | | | | | | | | | | | |
| 10:30-10:45 | | | | | | | | | | | | |
| 10:45-11:00 | | | | | | | | | | | | |
| 11:00-11:15 | 67 | | 21 | | | | | 388 | 63 | 37 | 328 | |
| 11:15-11:30 | 37 | | 29 | | | | | 340 | 57 | 33 | 327 | |
| 11:30-11:45 | 63 | | 27 | | | | | 350 | 44 | 37 | 351 | |
| 11:45-12:00 | 77 | | 35 | | | | | 364 | 46 | 33 | 306 | |
| 12:00-12:15 | 48 | | 20 | | | | | 377 | 39 | 28 | 361 | |
| 12:15-12:30 | 58 | | 31 | | | | | 366 | 45 | 36 | 342 | |
| 12:30-12:45 | 49 | | 37 | | | | | 371 | 49 | 38 | 339 | |
| 12:45-1:00 | 48 | | 26 | | | | | 337 | 66 | 46 | 333 | |
| 1:00-1:15 | 62 | | 25 | | | | | 284 | 31 | 41 | 336 | |
| 1:15-1:30 | 49 | | 22 | | | | | 332 | 55 | 37 | 335 | |
| 1:30-1:45 | 61 | | 16 | | | | | 315 | 61 | 45 | 377 | |
| 1:45-2:00 | 39 | | 32 | | | | | 308 | 62 | 25 | 342 | |
| 2:00-2:15 | | | | | | | | | | | | |
| 2:15-2:30 | | | | | | | | | | | | |
| 2:30-2:45 | | | | | | | | | | | | |
| 2:45-3:00 | | | | | | | | | | | | |
| 3:00-3:15 | 68 | | 37 | | | | | 369 | 35 | 26 | 377 | |
| 3:15-3:30 | 49 | | 27 | | | | | 308 | 26 | 20 | 324 | |
| 3:30-3:45 | 65 | | 15 | | | | | 164 | 30 | 24 | 345 | |
| 3:45-4:00 | 93 | | 37 | | | | | 140 | 15 | 24 | 295 | |
| 4:00-4:15 | 87 | | 38 | | | | | 236 | 43 | 29 | 313 | |
| 4:15-4:30 | 67 | | 36 | | | | | 215 | 44 | 17 | 322 | |
| 4:30-4:45 | 54 | | 42 | | | | | 281 | 34 | 18 | 290 | |
| 4:45-5:00 | 64 | | 50 | | | | | 357 | 42 | 16 | 285 | |
| 5:00-5:15 | 54 | | 33 | | | | | 310 | 22 | 11 | 336 | |
| 5:15-5:30 | 89 | | 28 | | | | | 342 | 23 | 6 | 307 | |
| 5:30-5:45 | 48 | | 17 | | | | | 389 | 18 | 6 | 314 | |
| 5:45-6:00 | 46 | | 20 | | | | | 220 | 13 | 8 | 286 | |
| 6:00-6:15 | 39 | | 22 | | | | | 374 | 24 | 10 | 287 | |
| 6:15-6:30 | 33 | | 16 | | | | | 387 | 23 | 12 | 269 | |
| 6:30-6:45 | 34 | | 13 | | | | | 295 | 19 | 3 | 304 | |
| 6:45-7:00 | 19 | | 10 | | | | | 311 | 12 | 3 | 294 | |
| TOTAL | 1,937 | | 874 | | | | | 12,083 | 1,941 | 1,378 | 13,265 | |
| AM PK HR | 110 | | 29 | | | | | 1,173 | 298 | 233 | 1,688 | |
| MD PK HR | 232 | | 123 | | | | | 1,478 | 179 | 135 | 1,348 | |
| PM PK HR | 255 | | 128 | | | | | 1,398 | 105 | 39 | 1,242 | |

3,416
3,531
 3,472
 3,263
 3,166
 3,126
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3,167
 2,946
 2,936
 2,881
 2,757
 2,813

 7:15-8:15
 11:45-12:45
 4:45-5:45



INTERSECTION TRAFFIC VOLUME COUNTS

LOCATION: Harding Road & access to Dominican Campus / Vine Ct.
DATE: Jan 2004
RECORDER: FTG
NOTES: signalized

| LOCATION | S/B St. Cecelia | | | N/B Vine Road | | | W/B Harding Road | | | E/B Harding Road | | |
|-----------------|-----------------|---|-----|---------------|----|-----|------------------|--------|-----|------------------|--------|-----|
| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| 7:00-7:15 | 1 | | 5 | | 2 | 6 | 3 | 272 | 17 | 25 | 404 | |
| 7:15-7:30 | 6 | | 13 | | 2 | 11 | 2 | 313 | 53 | 70 | 430 | 4 |
| 7:30-7:45 | 14 | | 47 | 1 | 22 | 13 | 3 | 271 | 89 | 92 | 424 | 21 |
| 7:45-8:00 | 13 | | 34 | 2 | 10 | 18 | 1 | 350 | 40 | 31 | 351 | 8 |
| 8:00-8:15 | 1 | | 4 | 4 | | 12 | 2 | 326 | 7 | 15 | 353 | 3 |
| 8:15-8:30 | | | 3 | 1 | | 11 | 2 | 310 | 7 | 9 | 354 | 2 |
| 8:30-8:45 | 2 | | 4 | 3 | | 18 | 3 | 296 | 3 | 7 | 297 | 1 |
| 8:45-9:00 | 2 | | 4 | 5 | | 4 | 5 | 304 | 1 | 3 | 308 | 1 |
| 9:00-9:15 | 2 | | 6 | 3 | | 8 | 1 | 315 | 5 | 4 | 301 | 4 |
| 9:15-9:30 | 2 | | 2 | 1 | | 4 | 1 | 304 | 4 | 5 | 299 | 4 |
| 9:30-9:45 | 1 | | 3 | 1 | | 5 | 2 | 359 | 7 | 5 | 324 | |
| 9:45-10:00 | | | 3 | 1 | | 2 | 2 | 349 | 6 | 3 | 337 | 1 |
| 10:00-10:15 | | | | | | | | | | | | |
| 10:15-10:30 | | | | | | | | | | | | |
| 10:30-10:45 | | | | | | | | | | | | |
| 10:45-11:00 | | | | | | | | | | | | |
| 11:00-11:15 | | | 7 | 5 | | 4 | 5 | 357 | 8 | 7 | 337 | 4 |
| 11:15-11:30 | 5 | | 5 | 4 | | 5 | 2 | 339 | 9 | 20 | 352 | 2 |
| 11:30-11:45 | 6 | | 31 | 1 | | 5 | 4 | 347 | 11 | 9 | 358 | 4 |
| 11:45-12:00 | 7 | | 8 | 2 | | 5 | 4 | 383 | 3 | 5 | 359 | 1 |
| 12:00-12:15 | 3 | | 15 | 4 | | 3 | | 402 | 6 | 7 | 343 | 3 |
| 12:15-12:30 | 4 | | 8 | 5 | | 5 | 3 | 374 | 15 | 12 | 389 | 4 |
| 12:30-12:45 | 4 | | 5 | 3 | | 4 | 4 | 377 | 14 | 17 | 353 | 5 |
| 12:45-1:00 | 5 | | 7 | 2 | | 5 | 3 | 420 | 8 | 14 | 347 | 4 |
| 1:00-1:15 | | | 3 | 3 | | 8 | 2 | 332 | 5 | 8 | 341 | 2 |
| 1:15-1:30 | 3 | | 4 | 3 | | 3 | 4 | 347 | 4 | 7 | 350 | 6 |
| 1:30-1:45 | 2 | | 3 | 1 | | 4 | 4 | 349 | 2 | 6 | 344 | 4 |
| 1:45-2:00 | | | 7 | 3 | | 4 | 3 | 387 | | 1 | 364 | 3 |
| 2:00-2:15 | | | | | | | | | | | | |
| 2:15-2:30 | | | | | | | | | | | | |
| 2:30-2:45 | | | | | | | | | | | | |
| 2:45-3:00 | | | | | | | | | | | | |
| 3:00-3:15 | 9 | | 50 | 4 | | 5 | 4 | 344 | 27 | 39 | 363 | 6 |
| 3:15-3:30 | 13 | | 48 | 3 | | 2 | 4 | 358 | 16 | 17 | 423 | 4 |
| 3:30-3:45 | 14 | | 39 | 1 | | 5 | | 354 | 13 | 26 | 397 | 4 |
| 3:45-4:00 | 16 | | 36 | 2 | | 7 | 3 | 323 | 11 | 9 | 368 | 2 |
| 4:00-4:15 | 9 | | 20 | 1 | | 5 | 6 | 351 | 13 | 7 | 422 | 3 |
| 4:15-4:30 | 4 | | 21 | 3 | | 5 | 4 | 333 | 9 | 12 | 428 | 5 |
| 4:30-4:45 | 7 | | 20 | 1 | | 7 | 6 | 344 | 6 | 11 | 399 | 5 |
| 4:45-5:00 | 2 | | 10 | 2 | | 3 | 7 | 362 | 16 | 7 | 404 | 7 |
| 5:00-5:15 | 2 | | 6 | 2 | | 2 | 8 | 411 | 11 | 2 | 391 | 3 |
| 5:15-5:30 | 1 | | 2 | 4 | | 8 | 17 | 353 | 6 | 6 | 367 | 2 |
| 5:30-5:45 | 2 | | 4 | 3 | | 3 | 18 | 337 | 7 | 2 | 306 | 3 |
| 5:45-6:00 | 2 | | 2 | | | 7 | 8 | 352 | 7 | 6 | 299 | 14 |
| 6:00-6:15 | 3 | | 8 | 5 | | 3 | 2 | 342 | 2 | 3 | 315 | 3 |
| 6:15-6:30 | 3 | | 6 | 2 | | 8 | 6 | 356 | | 2 | 306 | 6 |
| 6:30-6:45 | 9 | | 11 | 4 | | 8 | 3 | 321 | 5 | | 243 | 6 |
| 6:45-7:00 | 10 | | 7 | 7 | | 4 | 6 | 267 | 3 | | 267 | 5 |
| TOTAL | 189 | | 521 | 102 | 36 | 249 | 167 | 13,691 | 476 | 531 | 14,117 | 169 |
| AM PK HR | 34 | | 99 | 3 | 36 | 48 | 9 | 1,206 | 199 | 218 | 1,609 | 33 |
| MD PK HR | 16 | | 35 | 14 | | 17 | 10 | 1,573 | 43 | 50 | 1,432 | 16 |
| PM PK HR | 52 | | 173 | 10 | | 19 | 11 | 1,379 | 67 | 91 | 1,551 | 16 |

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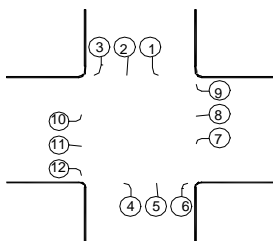
2,567

7:00-8:00

12:00-1:00

3:00-4:00

INTERSECTION TRAFFIC VOLUME COUNTS



LOCATION: Harding Road & Cherokee Ave.
DATE: Jan 2004
RECORDER: FTG
NOTES: signalized

| LOCATION | S/B Cherokee | | | N/B Cherokee | | | W/B Harding Road | | | E/B Harding Road | | |
|-----------------|--------------|----|-------|--------------|----|-----|------------------|--------|-----|------------------|--------|----|
| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| 7:00-7:15 | 11 | 1 | 24 | 3 | 2 | 11 | 6 | 264 | 2 | 19 | 341 | 1 |
| 7:15-7:30 | 15 | 2 | 46 | 21 | 1 | 25 | 10 | 321 | 6 | 22 | 387 | 3 |
| 7:30-7:45 | 44 | 3 | 33 | 2 | 3 | 38 | 8 | 406 | 3 | 29 | 370 | 4 |
| 7:45-8:00 | 58 | 1 | 76 | 28 | 1 | 16 | 8 | 391 | 3 | 31 | 435 | |
| 8:00-8:15 | 9 | 1 | 59 | 2 | | 2 | 1 | 331 | | 24 | 345 | |
| 8:15-8:30 | 6 | | 40 | | | | 1 | 275 | 3 | 26 | 406 | |
| 8:30-8:45 | 6 | | 39 | | | | 1 | 306 | 3 | 22 | 368 | |
| 8:45-9:00 | 6 | | 34 | 1 | | | 1 | 339 | 4 | 28 | 317 | |
| 9:00-9:15 | 9 | | 51 | | | 4 | 2 | 282 | 8 | 33 | 336 | |
| 9:15-9:30 | | | 39 | 1 | | 1 | 1 | 296 | 8 | 21 | 296 | |
| 9:30-9:45 | 7 | | 29 | | | | | 276 | 7 | 28 | 308 | |
| 9:45-10:00 | 7 | | 34 | | | | 2 | 313 | 3 | 19 | 315 | |
| 10:00-10:15 | | | | | | | | | | | | |
| 10:15-10:30 | | | | | | | | | | | | |
| 10:30-10:45 | | | | | | | | | | | | |
| 10:45-11:00 | | | | | | | | | | | | |
| 11:00-11:15 | 2 | 1 | 30 | | | 1 | | 317 | 3 | 36 | 359 | |
| 11:15-11:30 | 5 | | 37 | | | | 1 | 318 | 6 | 30 | 331 | 2 |
| 11:30-11:45 | 9 | | 34 | | | 3 | | 295 | 10 | 26 | 321 | |
| 11:45-12:00 | 4 | | 45 | 2 | 1 | | 3 | 305 | 4 | 33 | 346 | 1 |
| 12:00-12:15 | 6 | | 48 | 15 | 2 | 6 | 5 | 334 | 7 | 31 | 337 | 1 |
| 12:15-12:30 | 5 | 1 | 48 | 4 | | 6 | 4 | 390 | 5 | 36 | 382 | 1 |
| 12:30-12:45 | 7 | 1 | 46 | 16 | 1 | 7 | 7 | 359 | 4 | 31 | 355 | 2 |
| 12:45-1:00 | 6 | | 45 | 9 | | 6 | 5 | 319 | 2 | 35 | 342 | |
| 1:00-1:15 | 4 | | 36 | 6 | | 6 | 4 | 283 | 7 | 18 | 370 | |
| 1:15-1:30 | 6 | 1 | 34 | 3 | | | 6 | 320 | 2 | 32 | 307 | |
| 1:30-1:45 | 6 | 1 | 50 | 3 | 1 | 3 | 1 | 332 | 4 | 29 | 351 | |
| 1:45-2:00 | 6 | | 46 | | | 2 | 1 | 327 | 8 | 38 | 354 | |
| 2:00-2:15 | | | | | | | | | | | | |
| 2:15-2:30 | | | | | | | | | | | | |
| 2:30-2:45 | | | | | | | | | | | | |
| 2:45-3:00 | | | | | | | | | | | | |
| 3:00-3:15 | 40 | | 58 | 2 | | 1 | 1 | 397 | 2 | 28 | 376 | |
| 3:15-3:30 | 17 | 1 | 48 | 2 | | 2 | 3 | 368 | 11 | 31 | 364 | |
| 3:30-3:45 | 9 | | 49 | | | 1 | 2 | 389 | 2 | 48 | 391 | |
| 3:45-4:00 | 16 | 2 | 36 | 1 | | | 4 | 338 | 6 | 33 | 373 | |
| 4:00-4:15 | 10 | | 45 | 1 | | 2 | 2 | 355 | 3 | 45 | 391 | |
| 4:15-4:30 | 9 | 1 | 58 | 1 | | | 1 | 345 | 10 | 49 | 406 | |
| 4:30-4:45 | 9 | | 55 | | 1 | 4 | 4 | 349 | 4 | 43 | 427 | |
| 4:45-5:00 | 16 | | 46 | 1 | 1 | 1 | 1 | 430 | 5 | 42 | 424 | |
| 5:00-5:15 | 3 | | 64 | 1 | | 1 | 1 | 388 | 4 | 42 | 416 | |
| 5:15-5:30 | 6 | | 84 | | | | 2 | 398 | 3 | 46 | 544 | |
| 5:30-5:45 | 6 | 1 | 66 | 1 | | | 1 | 468 | 5 | 52 | 459 | |
| 5:45-6:00 | 8 | | 36 | 1 | | 2 | | 368 | 4 | 37 | 348 | |
| 6:00-6:15 | 14 | | 44 | | | | | 410 | 9 | 36 | 438 | |
| 6:15-6:30 | 12 | | 41 | | | | 1 | 387 | 9 | 24 | 304 | |
| 6:30-6:45 | 4 | | 32 | | | | 1 | 294 | 3 | 27 | 226 | |
| 6:45-7:00 | 3 | | 13 | 2 | | 1 | 1 | 227 | 6 | 29 | 227 | |
| TOTAL | 426 | 18 | 1,778 | 129 | 14 | 152 | 103 | 13,610 | 198 | 1,289 | 14,493 | 15 |
| AM PK HR | 126 | 7 | 214 | 53 | 5 | 81 | 27 | 1,449 | 12 | 106 | 1,537 | 7 |
| MD PK HR | 24 | 2 | 187 | 44 | 3 | 25 | 21 | 1,402 | 18 | 133 | 1,416 | 4 |
| PM PK HR | 31 | 1 | 260 | 3 | 1 | 2 | 5 | 1,684 | 17 | 182 | 1,843 | 0 |

3,535

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7:15-8:15

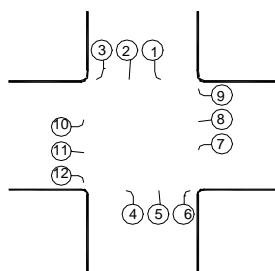
12:00-1:00

4:45-5:45

NORTH

Woodlawn (from West End)

Ridgefield



Woodlawn

Ensworth
School

Nothing

INTERSECTION TRAFFIC VOLUME COUNTS

LOCATION: Woodlawn Dr. and Ridgefield Dr.
DATE: Jan 2004
RECORDER: FTG
NOTES: School Zone 7:30-8:15 AM and starting at 3 PM
 unsignalized

| LOCATION | Woodlawn Southbound | | | Nothing | | | Woodlawn Westbound | | | Woodlawn Eastbound | | |
|-----------------|---------------------|---|-----|---------|---|---|--------------------|-------|-------|--------------------|-------|----|
| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| 7:00-7:15 | 6 | | 1 | | | | | 15 | 18 | 2 | 57 | |
| 7:15-7:30 | 10 | | 7 | | | | | 36 | 44 | 2 | 101 | |
| 7:30-7:45 | 10 | | 1 | | | | | 54 | 49 | 7 | 137 | |
| 7:45-8:00 | 13 | | 3 | | | | | 47 | 63 | 8 | 151 | |
| 8:00-8:15 | 5 | | 1 | | | | | 33 | 42 | 2 | 52 | |
| 8:15-8:30 | 21 | | 4 | | | | | 27 | 35 | 1 | 58 | |
| 8:30-8:45 | 6 | | 4 | | | | | 28 | 25 | | 55 | |
| 8:45-9:00 | 18 | | 4 | | | | | 38 | 24 | | 55 | |
| 9:00-9:15 | | | | | | | | | | | | |
| 9:15-9:30 | | | | | | | | | | | | |
| 9:30-9:45 | | | | | | | | | | | | |
| 9:45-10:00 | | | | | | | | | | | | |
| 10:00-10:15 | | | | | | | | | | | | |
| 10:15-10:30 | | | | | | | | | | | | |
| 10:30-10:45 | | | | | | | | | | | | |
| 10:45-11:00 | | | | | | | | | | | | |
| 11:00-11:15 | | | | | | | | | | | | |
| 11:15-11:30 | | | | | | | | | | | | |
| 11:30-11:45 | | | | | | | | | | | | |
| 11:45-12:00 | | | | | | | | | | | | |
| 12:00-12:15 | | | | | | | | | | | | |
| 12:15-12:30 | | | | | | | | | | | | |
| 12:30-12:45 | | | | | | | | | | | | |
| 12:45-1:00 | | | | | | | | | | | | |
| 1:00-1:15 | | | | | | | | | | | | |
| 1:15-1:30 | | | | | | | | | | | | |
| 1:30-1:45 | | | | | | | | | | | | |
| 1:45-2:00 | | | | | | | | | | | | |
| 2:00-2:15 | | | | | | | | | | | | |
| 2:15-2:30 | | | | | | | | | | | | |
| 2:30-2:45 | | | | | | | | | | | | |
| 2:45-3:00 | | | | | | | | | | | | |
| 3:00-3:15 | 20 | | 4 | | | | | 66 | 51 | 9 | 87 | |
| 3:15-3:30 | 20 | | 15 | | | | | 88 | 81 | 14 | 69 | |
| 3:30-3:45 | 20 | | 11 | | | | | 75 | 70 | 18 | 58 | |
| 3:45-4:00 | 33 | | 11 | | | | | 68 | 65 | 17 | 59 | |
| 4:00-4:15 | 24 | | 8 | | | | | 76 | 58 | 11 | 60 | |
| 4:15-4:30 | 27 | | 5 | | | | | 73 | 50 | 13 | 62 | |
| 4:30-4:45 | 17 | | 3 | | | | | 65 | 71 | 12 | 56 | |
| 4:45-5:00 | 20 | | 7 | | | | | 72 | 67 | 7 | 58 | |
| 5:00-5:15 | 18 | | 8 | | | | | 67 | 66 | 9 | 81 | |
| 5:15-5:30 | 24 | | 3 | | | | | 61 | 76 | 10 | 66 | |
| 5:30-5:45 | 25 | | 4 | | | | | 67 | 64 | 4 | 60 | |
| 5:45-6:00 | 12 | | 8 | | | | | 57 | 63 | 7 | 57 | |
| 6:00-6:15 | 13 | | 2 | | | | | 56 | 42 | 4 | 32 | |
| 6:15-6:30 | 20 | | 2 | | | | | 50 | 41 | | 24 | |
| 6:30-6:45 | 17 | | 1 | | | | | 39 | 25 | 3 | 24 | |
| 6:45-7:00 | 10 | | 1 | | | | | 42 | 29 | 1 | 27 | |
| TOTAL | 409 | | 118 | | | | | 1,300 | 1,219 | 161 | 1,546 | |
| AM PK HR | 38 | | 12 | | | | | 170 | 198 | 19 | 441 | |
| PM PK HR | 97 | | 45 | | | | | 307 | 274 | 60 | 246 | |

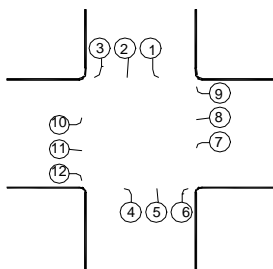
842
878
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1,029
1,029
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 922
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 944
 917
 817
 714
 599
 505

7:15-8:15
 3:15-4:15

NORTH

Kenner (from West End)

Office/
Apartment

Ridgefield

INTERSECTION TRAFFIC VOLUME COUNTS

LOCATION: Kenner Ave. and Ridgefield Dr.
DATE: Jan 2004
RECORDER: FTG
NOTES: unsignalized

Kenner (toward West End)

| LOCATION | Kenner Southbound | | | Kenner Northbound | | | Ridgefield Westbound | | | Office/Apartment Eastbound | | |
|-----------------|-------------------|-----|----|-------------------|-----|-----|----------------------|----|-------|----------------------------|----|----|
| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| 7:00-7:15 | 55 | 3 | | | 6 | 8 | 2 | | 24 | | | |
| 7:15-7:30 | 66 | 7 | | | 10 | 43 | 3 | | 32 | | | |
| 7:30-7:45 | 71 | 6 | 2 | | 17 | 85 | 8 | | 47 | | | |
| 7:45-8:00 | 74 | 9 | 1 | | 21 | 88 | 5 | | 64 | | | |
| 8:00-8:15 | 38 | 9 | | | 19 | 12 | 1 | 1 | 49 | | | |
| 8:15-8:30 | 60 | 4 | | 2 | 11 | 4 | 1 | | 31 | | | |
| 8:30-8:45 | 52 | 7 | 2 | 1 | 8 | 3 | 2 | 2 | 35 | | | |
| 8:45-9:00 | 67 | 10 | | | 12 | 5 | 10 | | 45 | | | |
| 9:00-9:15 | | | | | | | | | | | | |
| 9:15-9:30 | | | | | | | | | | | | |
| 9:30-9:45 | | | | | | | | | | | | |
| 9:45-10:00 | | | | | | | | | | | | |
| 10:00-10:15 | | | | | | | | | | | | |
| 10:15-10:30 | | | | | | | | | | | | |
| 10:30-10:45 | | | | | | | | | | | | |
| 10:45-11:00 | | | | | | | | | | | | |
| 11:00-11:15 | | | | | | | | | | | | |
| 11:15-11:30 | | | | | | | | | | | | |
| 11:30-11:45 | | | | | | | | | | | | |
| 11:45-12:00 | | | | | | | | | | | | |
| 12:00-12:15 | | | | | | | | | | | | |
| 12:15-12:30 | | | | | | | | | | | | |
| 12:30-12:45 | | | | | | | | | | | | |
| 12:45-1:00 | | | | | | | | | | | | |
| 1:00-1:15 | | | | | | | | | | | | |
| 1:15-1:30 | | | | | | | | | | | | |
| 1:30-1:45 | | | | | | | | | | | | |
| 1:45-2:00 | | | | | | | | | | | | |
| 2:00-2:15 | | | | | | | | | | | | |
| 2:15-2:30 | | | | | | | | | | | | |
| 2:30-2:45 | | | | | | | | | | | | |
| 2:45-3:00 | | | | | | | | | | | | |
| 3:00-3:15 | 69 | 19 | | 1 | 3 | 20 | 2 | 1 | 48 | 1 | | |
| 3:15-3:30 | 67 | 21 | | | 3 | 16 | 22 | 1 | 61 | | 3 | 1 |
| 3:30-3:45 | 60 | 19 | | 2 | 8 | 4 | 18 | 2 | 68 | | | 1 |
| 3:45-4:00 | 39 | 22 | 3 | | 9 | 2 | 6 | 1 | 72 | 2 | | 1 |
| 4:00-4:15 | 61 | 24 | 1 | 1 | 7 | 3 | 6 | 1 | 69 | 1 | 1 | 1 |
| 4:15-4:30 | 38 | 18 | 2 | | 8 | 2 | 2 | | 58 | | | |
| 4:30-4:45 | 52 | 32 | | | 6 | 8 | 9 | | 72 | 2 | 1 | 1 |
| 4:45-5:00 | 42 | 15 | | | 3 | 5 | 12 | | 67 | 1 | 4 | 1 |
| 5:00-5:15 | 70 | 7 | 1 | 1 | 5 | 1 | 7 | | 53 | | 2 | |
| 5:15-5:30 | 66 | 1 | | | 6 | 2 | 6 | 1 | 52 | 1 | 2 | |
| 5:30-5:45 | 52 | 5 | | | 5 | 3 | 11 | | 51 | | 5 | 1 |
| 5:45-6:00 | 43 | 5 | 2 | | 5 | 6 | 11 | | 67 | 2 | | |
| 6:00-6:15 | 49 | 1 | | | 4 | 3 | 7 | | 53 | 1 | | |
| 6:15-6:30 | 37 | | | | 3 | 6 | 5 | | 54 | | | |
| 6:30-6:45 | 26 | | | | 5 | 5 | 1 | | 53 | | 3 | |
| 6:45-7:00 | 21 | 4 | | | 2 | 2 | 6 | | 32 | 1 | | 1 |
| TOTAL | 1,275 | 248 | 14 | 8 | 186 | 336 | 163 | 10 | 1,257 | 12 | 21 | 8 |
| AM PK HR | 249 | 31 | 3 | | 67 | 228 | 17 | 1 | 192 | | | |
| PM PK HR | 227 | 86 | 4 | 3 | 27 | 25 | 52 | 5 | 270 | 3 | 4 | 4 |

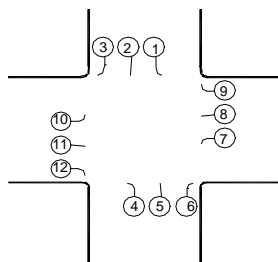
757
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7:15-8:15
 3:15-4:15

NORTH

Ensworth SB

Woodlawn
EBWoodlawn
WB

INTERSECTION TRAFFIC VOLUME COUNTS

LOCATION: Woodlawn Dr. and Ensworth Ave
DATE: Jan 2004
RECORDER: FTG
NOTES: unsignalized

Ensworth NB

| LOCATION | Ensworth Southbound | | | Ensworth Northbound | | | Woodlawn Westbound | | | Woodlawn Eastbound | | |
|-------------|---------------------|---|----|---------------------|---|----|--------------------|-------|----|--------------------|-------|----|
| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| 7:00-7:15 | 1 | | | 1 | | 1 | 2 | 40 | 1 | | 54 | |
| 7:15-7:30 | 4 | | | | | 4 | 5 | 80 | 2 | 2 | 82 | |
| 7:30-7:45 | 2 | | | 2 | | | 1 | 112 | 3 | | 149 | |
| 7:45-8:00 | 1 | | 1 | | | 1 | 1 | 125 | 3 | 3 | 159 | 2 |
| 8:00-8:15 | 1 | | | | | 2 | 1 | 78 | | 3 | 55 | |
| 8:15-8:30 | 1 | | | | | 5 | 1 | 73 | | 1 | 65 | 2 |
| 8:30-8:45 | 2 | | | 1 | | 1 | 4 | 67 | 2 | | 57 | |
| 8:45-9:00 | 1 | | | 2 | | 1 | 4 | 86 | | 1 | 73 | 7 |
| 9:00-9:15 | | | | | | | | | | | | |
| 9:15-9:30 | | | | | | | | | | | | |
| 9:30-9:45 | | | | | | | | | | | | |
| 9:45-10:00 | | | | | | | | | | | | |
| 10:00-10:15 | | | | | | | | | | | | |
| 10:15-10:30 | | | | | | | | | | | | |
| 10:30-10:45 | | | | | | | | | | | | |
| 10:45-11:00 | | | | | | | | | | | | |
| 11:00-11:15 | | | | | | | | | | | | |
| 11:15-11:30 | | | | | | | | | | | | |
| 11:30-11:45 | | | | | | | | | | | | |
| 11:45-12:00 | | | | | | | | | | | | |
| 12:00-12:15 | | | | | | | | | | | | |
| 12:15-12:30 | | | | | | | | | | | | |
| 12:30-12:45 | | | | | | | | | | | | |
| 12:45-1:00 | | | | | | | | | | | | |
| 1:00-1:15 | | | | | | | | | | | | |
| 1:15-1:30 | | | | | | | | | | | | |
| 1:30-1:45 | | | | | | | | | | | | |
| 1:45-2:00 | | | | | | | | | | | | |
| 2:00-2:15 | | | | | | | | | | | | |
| 2:15-2:30 | | | | | | | | | | | | |
| 2:30-2:45 | | | | | | | | | | | | |
| 2:45-3:00 | | | | | | | | | | | | |
| 3:00-3:15 | 2 | | 2 | 4 | 4 | 6 | 2 | 106 | 2 | 33 | 126 | 3 |
| 3:15-3:30 | | | 43 | 1 | | | 2 | 117 | 1 | 38 | 135 | 1 |
| 3:30-3:45 | 2 | | | 3 | | 4 | 2 | 106 | 4 | 2 | 95 | 2 |
| 3:45-4:00 | 2 | | 1 | 1 | | 5 | | 105 | 4 | | 86 | 1 |
| 4:00-4:15 | | | 1 | 1 | | 2 | 2 | 121 | 1 | 1 | 86 | 1 |
| 4:15-4:30 | 1 | | | 1 | 1 | 1 | 1 | 108 | 2 | 1 | 92 | 2 |
| 4:30-4:45 | 2 | | | | | 2 | 1 | 116 | 4 | 1 | 94 | |
| 4:45-5:00 | | | 1 | 3 | | 5 | 1 | 120 | 5 | 1 | 89 | 1 |
| 5:00-5:15 | | | 3 | | | 1 | 3 | 110 | 2 | 2 | 79 | |
| 5:15-5:30 | 1 | | | 1 | | 1 | 1 | 124 | 4 | 1 | 78 | |
| 5:30-5:45 | 1 | | | 1 | | | 1 | 107 | 1 | 1 | 81 | 1 |
| 5:45-6:00 | | | 2 | 1 | | | | 131 | 6 | | 76 | |
| 6:00-6:15 | | | 1 | 2 | | 1 | | 135 | 1 | 1 | 54 | |
| 6:15-6:30 | | | | 1 | | 1 | 1 | 116 | | | 49 | |
| 6:30-6:45 | 1 | | | 1 | | 1 | 4 | 64 | | 4 | 46 | 1 |
| 6:45-7:00 | | | 2 | 1 | | | | 50 | | 1 | 41 | |
| TOTAL | 25 | | 57 | 28 | 5 | 45 | 40 | 2,397 | 48 | 97 | 2,001 | 24 |
| AM PK HR | 8 | | 1 | 2 | | 7 | 8 | 395 | 8 | 8 | 445 | 2 |
| PM PK HR | 6 | | 46 | 9 | 4 | 15 | 6 | 434 | 11 | 73 | 442 | 7 |

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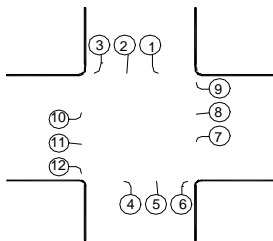
773

701

580

7:15-8:15

3:00-4:00



INTERSECTION TRAFFIC VOLUME COUNTS

LOCATION: Hillwood Blvd. & Post Road
DATE: Jan 2004
RECORDER: FTG
NOTES: all-way stop

| LOCATION | S/B Hillwood | | | N/B Hillwood | | | W/B Post | | | E/B Post | | |
|-----------------|--------------|-----|-----|--------------|-----|-----|----------|-------|-----|----------|-------|----|
| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| 7:00-7:15 | 24 | 25 | 2 | | 8 | 6 | 6 | 27 | 2 | 1 | 68 | |
| 7:15-7:30 | 37 | 20 | 3 | | 8 | 14 | 5 | 23 | 1 | 1 | 160 | |
| 7:30-7:45 | 54 | 30 | 5 | | 15 | 13 | 7 | 32 | 3 | 1 | 156 | 1 |
| 7:45-8:00 | 36 | 33 | 7 | 1 | 13 | 28 | 7 | 19 | 2 | 2 | 143 | 1 |
| 8:00-8:15 | 22 | 30 | 2 | 2 | 21 | 27 | 4 | 23 | 2 | 3 | 158 | 2 |
| 8:15-8:30 | 29 | 27 | | 1 | 14 | 13 | 9 | 22 | 1 | 7 | 125 | |
| 8:30-8:45 | 24 | 16 | 3 | | 18 | 20 | 7 | 26 | 1 | 4 | 90 | |
| 8:45-9:00 | 15 | 25 | 4 | | 17 | 10 | 8 | 27 | 2 | 6 | 74 | 1 |
| 9:00-9:15 | 14 | 20 | 1 | | 17 | 20 | 10 | 28 | 6 | 5 | 67 | |
| 9:15-9:30 | 13 | 20 | 4 | | 10 | 14 | 5 | 39 | 1 | 6 | 75 | |
| 9:30-9:45 | 6 | 17 | 2 | | 16 | 6 | 5 | 21 | 3 | 5 | 44 | |
| 9:45-10:00 | 9 | 18 | 1 | 1 | 9 | 10 | 6 | 32 | 6 | 2 | 58 | 1 |
| 10:00-10:15 | | | | | | | | | | | | |
| 10:15-10:30 | | | | | | | | | | | | |
| 10:30-10:45 | | | | | | | | | | | | |
| 10:45-11:00 | | | | | | | | | | | | |
| 11:00-11:15 | 7 | 12 | 2 | | 19 | 11 | 4 | 36 | 4 | 6 | 29 | |
| 11:15-11:30 | 9 | 16 | 2 | | 21 | 20 | 8 | 29 | 3 | 2 | 43 | |
| 11:30-11:45 | 7 | 15 | 4 | | 15 | 15 | 6 | 37 | 10 | 3 | 43 | |
| 11:45-12:00 | 10 | 14 | 4 | 1 | 20 | 15 | 11 | 43 | 6 | 5 | 50 | 1 |
| 12:00-12:15 | 6 | 20 | 8 | | 19 | 18 | 18 | 52 | 13 | 4 | 43 | 1 |
| 12:15-12:30 | 6 | 27 | 4 | 1 | 23 | 11 | 10 | 64 | 10 | 3 | 45 | |
| 12:30-12:45 | 8 | 18 | 3 | | 21 | 10 | 18 | 44 | 8 | 7 | 46 | |
| 12:45-1:00 | 5 | 14 | 3 | 5 | 32 | 16 | 6 | 51 | 9 | 6 | 52 | 1 |
| 1:00-1:15 | 10 | 15 | 7 | | 18 | 9 | 7 | 59 | 9 | 3 | 44 | 1 |
| 1:15-1:30 | 7 | 22 | 5 | | 16 | 15 | 11 | 43 | 9 | 2 | 56 | |
| 1:30-1:45 | 7 | 22 | 6 | | 27 | 13 | 7 | 63 | 7 | 8 | 46 | |
| 1:45-2:00 | 12 | 25 | 3 | | 37 | 12 | 14 | 42 | 9 | 3 | 42 | 1 |
| 2:00-2:15 | | | | | | | | | | | | |
| 2:15-2:30 | | | | | | | | | | | | |
| 2:30-2:45 | | | | | | | | | | | | |
| 2:45-3:00 | | | | | | | | | | | | |
| 3:00-3:15 | 12 | 8 | 7 | | 19 | 17 | 13 | 40 | 11 | 5 | 40 | |
| 3:15-3:30 | 10 | 31 | 5 | 1 | 31 | 25 | 12 | 60 | 13 | 5 | 55 | 1 |
| 3:30-3:45 | 1 | 17 | 4 | 1 | 65 | 20 | 14 | 59 | 9 | 4 | 48 | 1 |
| 3:45-4:00 | 8 | 14 | 10 | 1 | 29 | 26 | 11 | 77 | 10 | 5 | 47 | |
| 4:00-4:15 | 2 | 24 | 4 | 1 | 37 | 17 | 16 | 97 | 12 | 5 | 39 | 1 |
| 4:15-4:30 | 7 | 24 | 3 | 1 | 36 | 15 | 10 | 80 | 17 | 5 | 43 | |
| 4:30-4:45 | 8 | 23 | 15 | 1 | 31 | 19 | 11 | 81 | 13 | 1 | 35 | |
| 4:45-5:00 | 7 | 27 | 5 | 2 | 31 | 21 | 15 | 86 | 11 | 6 | 30 | |
| 5:00-5:15 | 7 | 28 | 4 | 1 | 33 | 17 | 17 | 72 | 13 | 9 | 39 | |
| 5:15-5:30 | 5 | 22 | 4 | 2 | 57 | 18 | 14 | 94 | 18 | 8 | 51 | 1 |
| 5:30-5:45 | 6 | 29 | 2 | | 41 | 14 | 11 | 83 | 15 | 6 | 47 | |
| 5:45-6:00 | 10 | 22 | 2 | | 31 | 18 | 24 | 92 | 16 | 4 | 54 | 1 |
| 6:00-6:15 | 8 | 19 | 4 | | 38 | 18 | 4 | 79 | 13 | 4 | 30 | |
| 6:15-6:30 | 6 | 20 | 5 | 1 | 24 | 15 | 8 | 68 | 9 | 3 | 31 | |
| 6:30-6:45 | 6 | 10 | 2 | | 26 | 9 | 9 | 44 | 10 | | 34 | |
| 6:45-7:00 | 9 | 12 | 2 | | 14 | 11 | 4 | 43 | 7 | 3 | 26 | |
| TOTAL | 489 | 831 | 163 | 24 | 977 | 626 | 392 | 2,037 | 324 | 168 | 2,406 | 16 |
| AM PK HR | 149 | 113 | 17 | 3 | 57 | 82 | 23 | 97 | 8 | 7 | 617 | 4 |
| MD PK HR | 25 | 79 | 18 | 6 | 95 | 55 | 52 | 211 | 40 | 20 | 186 | 2 |
| PM PK HR | 29 | 92 | 12 | 2 | 167 | 68 | 53 | 348 | 62 | 22 | 182 | 2 |

1,050

1,177

1,153

1,045

942

834

773

689

653

618

690

741

769

789

769

751

774

774

902

985

977

972

975

960

1,013

1,029

1,062

1,039

935

831

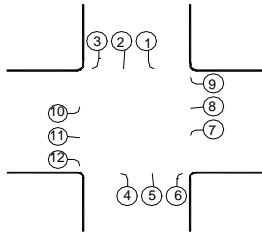
688

7:15 - 8:15

12:00-1:00

5:15-6:15

INTERSECTION TRAFFIC VOLUME COUNTS



LOCATION: White Bridge Road & Post Road
DATE: Jan 2004
RECORDER: FTG
NOTES: signalized

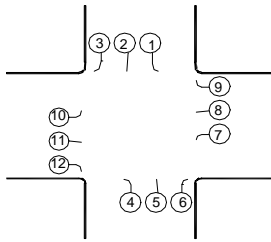
| LOCATION | S/B White Bridge Road | | | N/B White Bridge Road | | | W/B Post Road | | | E/B Post Road | | |
|-----------------|-----------------------|-------|-------|-----------------------|-------|-----|---------------|-----|-----|---------------|-----|-------|
| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| 7:00-7:15 | 1 | 165 | 19 | 4 | 75 | 3 | 8 | 1 | 7 | 31 | | 67 |
| 7:15-7:30 | 2 | 218 | 14 | 1 | 124 | 2 | 10 | 3 | 20 | 74 | | 133 |
| 7:30-7:45 | 2 | 229 | 17 | 6 | 150 | 2 | 8 | 3 | 12 | 94 | 1 | 121 |
| 7:45-8:00 | 2 | 274 | 26 | 9 | 188 | 3 | 16 | 1 | 16 | 93 | 3 | 102 |
| 8:00-8:15 | 8 | 225 | 16 | 11 | 171 | 5 | 17 | 2 | 13 | 106 | 1 | 84 |
| 8:15-8:30 | 2 | 194 | 25 | 6 | 143 | 4 | 25 | 5 | 13 | 76 | 2 | 63 |
| 8:30-8:45 | 2 | 200 | 20 | 7 | 193 | 3 | 14 | 3 | 14 | 74 | 3 | 63 |
| 8:45-9:00 | | 214 | 14 | 13 | 246 | 3 | 22 | 1 | 12 | 70 | 3 | 36 |
| 9:00-9:15 | 3 | 184 | 26 | 7 | 187 | 2 | 21 | 9 | 13 | 39 | 4 | 30 |
| 9:15-9:30 | 3 | 224 | 31 | 11 | 184 | 6 | 20 | 7 | 8 | 31 | 5 | 25 |
| 9:30-9:45 | 10 | 173 | 19 | 24 | 242 | 6 | 17 | 4 | 5 | 35 | 3 | 31 |
| 9:45-10:00 | 4 | 186 | 43 | 9 | 245 | 11 | 24 | 7 | 10 | 40 | 3 | 31 |
| 10:00-10:15 | | | | | | | | | | | | |
| 10:15-10:30 | | | | | | | | | | | | |
| 10:30-10:45 | | | | | | | | | | | | |
| 10:45-11:00 | | | | | | | | | | | | |
| 11:00-11:15 | 5 | 204 | 18 | 30 | 253 | 20 | 23 | 8 | 9 | 42 | 14 | 19 |
| 11:15-11:30 | 9 | 197 | 39 | 18 | 249 | 15 | 32 | 13 | 7 | 45 | 5 | 23 |
| 11:30-11:45 | 12 | 212 | 39 | 26 | 305 | 21 | 50 | 20 | 7 | 47 | 3 | 30 |
| 11:45-12:00 | 8 | 245 | 40 | 29 | 316 | 20 | 53 | 23 | 13 | 56 | 4 | 24 |
| 12:00-12:15 | 7 | 236 | 34 | 38 | 300 | 23 | 70 | 13 | 16 | 57 | 11 | 35 |
| 12:15-12:30 | 5 | 239 | 35 | 17 | 277 | 10 | 59 | 22 | 12 | 78 | 9 | 35 |
| 12:30-12:45 | 6 | 282 | 37 | 27 | 281 | 13 | 53 | 16 | 10 | 50 | 5 | 35 |
| 12:45-1:00 | 12 | 245 | 32 | 19 | 251 | 14 | 53 | 22 | 15 | 62 | 3 | 31 |
| 1:00-1:15 | 5 | 218 | 34 | 15 | 291 | 11 | 48 | 16 | 15 | 51 | 2 | 17 |
| 1:15-1:30 | 3 | 233 | 35 | 11 | 250 | 12 | 49 | 14 | 13 | 58 | 3 | 27 |
| 1:30-1:45 | | 226 | 24 | 23 | 264 | 6 | 54 | 25 | 13 | 62 | 8 | 26 |
| 1:45-2:00 | 7 | 224 | 35 | 18 | 292 | 4 | 45 | 17 | 15 | 52 | 4 | 28 |
| 2:00-2:15 | | | | | | | | | | | | |
| 2:15-2:30 | | | | | | | | | | | | |
| 2:30-2:45 | | | | | | | | | | | | |
| 2:45-3:00 | | | | | | | | | | | | |
| 3:00-3:15 | 8 | 199 | 37 | 15 | 264 | 6 | 41 | 24 | 5 | 54 | 7 | 30 |
| 3:15-3:30 | 6 | 207 | 33 | 23 | 255 | 8 | 41 | 21 | 7 | 50 | 2 | 21 |
| 3:30-3:45 | 10 | 209 | 31 | 35 | 276 | 9 | 38 | 18 | 6 | 34 | 5 | 21 |
| 3:45-4:00 | 8 | 176 | 49 | 21 | 290 | 6 | 40 | 28 | 9 | 37 | 4 | 20 |
| 4:00-4:15 | 7 | 201 | 40 | 34 | 298 | 7 | 39 | 15 | 12 | 50 | 3 | 13 |
| 4:15-4:30 | 4 | 195 | 53 | 32 | 276 | 10 | 38 | 17 | 10 | 33 | 3 | 12 |
| 4:30-4:45 | 10 | 177 | 45 | 37 | 286 | 9 | 43 | 21 | 17 | 25 | 3 | 16 |
| 4:45-5:00 | 12 | 228 | 40 | 34 | 310 | 10 | 46 | 32 | 16 | 32 | 2 | 10 |
| 5:00-5:15 | 5 | 242 | 59 | 45 | 306 | 5 | 52 | 28 | 11 | 37 | 6 | 16 |
| 5:15-5:30 | 9 | 185 | 46 | 61 | 291 | 9 | 35 | 25 | 14 | 36 | 4 | 12 |
| 5:30-5:45 | 4 | 212 | 54 | 41 | 226 | 9 | 38 | 22 | 1 | 32 | 1 | 16 |
| 5:45-6:00 | 9 | 211 | 42 | 44 | 232 | 11 | 33 | 19 | 1 | 24 | 5 | 15 |
| 6:00-6:15 | 3 | 184 | 34 | 26 | 201 | 14 | 21 | 11 | | 22 | 6 | 13 |
| 6:15-6:30 | 10 | 165 | 36 | 33 | 169 | 7 | 15 | 20 | | 23 | 4 | 12 |
| 6:30-6:45 | 6 | 131 | 20 | 17 | 165 | 5 | 26 | 10 | | 3 | 4 | 8 |
| 6:45-7:00 | 4 | 126 | 21 | 12 | 126 | 6 | 25 | 7 | | 16 | 4 | 8 |
| TOTAL | 233 | 8,295 | 1,312 | 889 | 9,448 | 350 | 1,362 | 573 | 397 | 1,931 | 162 | 1,359 |
| AM PK HR | 14 | 946 | 73 | 27 | 633 | 12 | 51 | 9 | 61 | 367 | 5 | 440 |
| MD PK HR | 26 | 1,002 | 146 | 111 | 1,174 | 66 | 235 | 74 | 51 | 241 | 29 | 129 |
| PM PK HR | 36 | 832 | 190 | 177 | 1,193 | 33 | 176 | 106 | 58 | 130 | 15 | 54 |

2,360
2,638
2,595
2,546
2,447
2,313
2,310
2,283
2,262

2,900
3,095
3,241
3,284
3,212
3,095
3,005
2,921
2,903

2,744
2,773
2,782
2,779
2,863
2,956
3,000
2,967
2,841
2,564
2,331
2,070
1,779

7:15 - 8:15
11:45 - 12:45
4:30 - 5:30



INTERSECTION TRAFFIC VOLUME COUNTS

LOCATION: White Bridge Road & unsignalized access to Lion's Head
DATE: Jan 2004
RECORDER: FTG
NOTES: unsignalized

| LOCATION | S/B White Bridge | | | N/B White Bridge | | | W/B out of Lion's Head | | | E/B out of Strip Center | | |
|-----------------|------------------|-------|-----|------------------|--------|-------|------------------------|----|-----|-------------------------|----|-----|
| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| 7:00-7:15 | 2 | 199 | 1 | | 146 | | | | | 2 | 1 | 3 |
| 7:15-7:30 | 4 | 210 | 2 | | 194 | | | | 2 | 7 | 1 | 10 |
| 7:30-7:45 | | 238 | 3 | | 257 | | | | 1 | 4 | | 7 |
| 7:45-8:00 | 5 | 251 | 1 | 1 | 317 | 2 | | | 1 | 1 | | 5 |
| 8:00-8:15 | 6 | 231 | 4 | | 332 | 4 | | | | 8 | | 7 |
| 8:15-8:30 | 1 | 219 | 2 | 4 | 246 | 4 | 2 | | | 4 | | 8 |
| 8:30-8:45 | 2 | 186 | 2 | 3 | 266 | 4 | 2 | | 6 | 2 | | 12 |
| 8:45-9:00 | 5 | 190 | 3 | 2 | 296 | 5 | 3 | | 8 | 3 | | 7 |
| 9:00-9:15 | 5 | 207 | 2 | 2 | 232 | 3 | 4 | | 5 | 4 | | 6 |
| 9:15-9:30 | 14 | 197 | 5 | 4 | 212 | 8 | 3 | 1 | 3 | 2 | | 10 |
| 9:30-9:45 | 5 | 164 | 1 | | 240 | 11 | 2 | | 8 | 3 | 3 | 9 |
| 9:45-10:00 | 13 | 185 | 7 | 3 | 249 | 28 | 4 | 1 | 7 | 6 | | 5 |
| 10:00-10:15 | | | | | | | | | | | | |
| 10:15-10:30 | | | | | | | | | | | | |
| 10:30-10:45 | | | | | | | | | | | | |
| 10:45-11:00 | | | | | | | | | | | | |
| 11:00-11:15 | 30 | 236 | | 5 | 285 | 34 | 9 | 1 | 20 | | 1 | 1 |
| 11:15-11:30 | 35 | 232 | | 2 | 220 | 42 | 13 | 1 | 16 | 1 | | 9 |
| 11:30-11:45 | 36 | 222 | | 3 | 324 | 61 | 15 | 1 | 29 | | | 6 |
| 11:45-12:00 | 40 | 233 | | 3 | 288 | 57 | 15 | | 34 | 1 | | 4 |
| 12:00-12:15 | 44 | 271 | | 6 | 267 | 79 | 18 | | 36 | 1 | | 7 |
| 12:15-12:30 | 46 | 229 | | 4 | 273 | 72 | 11 | | 41 | | | 5 |
| 12:30-12:45 | 46 | 274 | | 5 | 338 | 52 | 19 | 1 | 48 | | | 11 |
| 12:45-1:00 | 33 | 277 | | 4 | 278 | 48 | 25 | | 53 | 3 | | 7 |
| 1:00-1:15 | 30 | 266 | 5 | 4 | 290 | 37 | 31 | | 27 | 1 | | 4 |
| 1:15-1:30 | 21 | 251 | 2 | 4 | 314 | 50 | 21 | 1 | 54 | | | 4 |
| 1:30-1:45 | 21 | 250 | 3 | 3 | 293 | 30 | 20 | | 33 | 8 | | 7 |
| 1:45-2:00 | 26 | 280 | 1 | 4 | 304 | 27 | 20 | | 27 | 6 | | 4 |
| 2:00-2:15 | | | | | | | | | | | | |
| 2:15-2:30 | | | | | | | | | | | | |
| 2:30-2:45 | | | | | | | | | | | | |
| 2:45-3:00 | | | | | | | | | | | | |
| 3:00-3:15 | 18 | 216 | 10 | 1 | 295 | 22 | 14 | | 25 | 1 | | 6 |
| 3:15-3:30 | 13 | 205 | 11 | 3 | 299 | 26 | 9 | 1 | 20 | 5 | 1 | 2 |
| 3:30-3:45 | 15 | 209 | 6 | 3 | 332 | 26 | 9 | | 25 | | 2 | 2 |
| 3:45-4:00 | 18 | 192 | 9 | 1 | 363 | 27 | 18 | 1 | 23 | 1 | | 4 |
| 4:00-4:15 | 16 | 230 | 5 | 3 | 322 | 23 | 13 | 1 | 23 | 2 | | 2 |
| 4:15-4:30 | 19 | 235 | 12 | 7 | 283 | 21 | 11 | | 12 | 2 | | 4 |
| 4:30-4:45 | 23 | 250 | 3 | 2 | 318 | 22 | 12 | | 21 | | | 9 |
| 4:45-5:00 | 21 | 211 | 8 | 3 | 313 | 22 | 22 | | 23 | 3 | | 6 |
| 5:00-5:15 | 15 | 241 | 6 | 1 | 351 | 27 | 15 | | 21 | 2 | 1 | 6 |
| 5:15-5:30 | 28 | 197 | 9 | 1 | 336 | 34 | 15 | | 27 | 5 | | 3 |
| 5:30-5:45 | 18 | 230 | 7 | 6 | 351 | 28 | 6 | | 28 | 4 | | 1 |
| 5:45-6:00 | 24 | 212 | 7 | 2 | 288 | 51 | 10 | | 26 | 6 | | 5 |
| 6:00-6:15 | 27 | 210 | 4 | 3 | 248 | 42 | 10 | 1 | 28 | 2 | | 4 |
| 6:15-6:30 | 19 | 178 | 11 | 3 | 201 | 31 | 18 | 1 | 17 | 3 | | 3 |
| 6:30-6:45 | 21 | 155 | 4 | 4 | 174 | 42 | 19 | 1 | 15 | 7 | 1 | 5 |
| 6:45-7:00 | 16 | 149 | 4 | 3 | 168 | 20 | 27 | 2 | 15 | 4 | | 4 |
| TOTAL | 781 | 8,818 | 160 | 112 | 11,103 | 1,122 | 465 | 15 | 808 | 114 | 11 | 224 |
| AM PK HR | 12 | 939 | 10 | 5 | 1,152 | 10 | 2 | 0 | 2 | 17 | 0 | 27 |
| MD PK HR | 130 | 1,068 | 7 | 17 | 1,220 | 187 | 96 | 2 | 182 | 4 | 0 | 26 |
| PM PK HR | 82 | 879 | 30 | 11 | 1,351 | 111 | 58 | 0 | 99 | 14 | 1 | 16 |

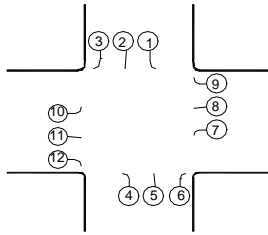
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2,176
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1,897
1,883

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2,879
2,932
2,898
2,939
2,813
2,784

2,489
2,521
2,532
2,563
2,538
2,584
2,633
2,652
2,651
2,544
2,374
2,143
1,924

7:30 - 8:30
12:30 - 1:30
4:45 - 5:45

INTERSECTION TRAFFIC VOLUME COUNTS



LOCATION: White Bridge Road & Nashville Tech - Signalized Access
DATE: Jan 2004
RECORDER: FTG
NOTES: signalized

| LOCATION | S/B White Bridge | | | N/B White Bridge | | | W/B out of Nashville Tech | | | E/B | | |
|-----------------|------------------|--------|---|------------------|--------|-------|---------------------------|---|-----|-----|----|----|
| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| 7:00-7:15 | 9 | 188 | | | 81 | 18 | 2 | | | | | |
| 7:15-7:30 | 27 | 231 | | | 156 | 21 | 6 | | 4 | | | |
| 7:30-7:45 | 63 | 251 | | | 180 | 37 | 2 | | 7 | | | |
| 7:45-8:00 | 73 | 257 | | | 223 | 91 | 10 | | 9 | | | |
| 8:00-8:15 | 77 | 256 | | | 208 | 73 | 14 | | 7 | | | |
| 8:15-8:30 | 24 | 274 | | | 203 | 28 | 6 | | 8 | | | |
| 8:30-8:45 | 15 | 250 | | | 167 | 33 | 3 | | 1 | | | |
| 8:45-9:00 | 18 | 251 | | | 193 | 32 | 5 | | 2 | | | |
| 9:00-9:15 | 40 | 247 | | | 164 | 66 | 12 | | 9 | | | |
| 9:15-9:30 | 49 | 229 | | | 180 | 52 | 19 | | 14 | | | |
| 9:30-9:45 | 21 | 237 | | | 150 | 35 | 14 | | 9 | | | |
| 9:45-10:00 | 20 | 252 | | | 195 | 32 | 21 | | 18 | | | |
| 10:00-10:15 | | | | | | | | | | | | |
| 10:15-10:30 | | | | | | | | | | | | |
| 10:30-10:45 | | | | | | | | | | | | |
| 10:45-11:00 | | | | | | | | | | | | |
| 11:00-11:15 | 25 | 245 | | | 237 | 20 | 40 | | 26 | | | |
| 11:15-11:30 | 10 | 255 | | | 237 | 14 | 34 | | 24 | | | |
| 11:30-11:45 | 11 | 284 | | | 212 | 30 | 32 | | 21 | | | |
| 11:45-12:00 | 19 | 317 | | | 269 | 35 | 37 | | 23 | | | |
| 12:00-12:15 | 39 | 309 | | | 294 | 54 | 62 | | 35 | | | |
| 12:15-12:30 | 24 | 306 | | | 362 | 33 | 77 | | 41 | | | |
| 12:30-12:45 | 20 | 318 | | | 350 | 32 | 47 | | 24 | | | |
| 12:45-1:00 | 21 | 331 | | | 370 | 31 | 34 | | 25 | | | |
| 1:00-1:15 | 14 | 246 | | | 307 | 21 | 21 | | 19 | | | |
| 1:15-1:30 | 19 | 284 | | | 355 | 33 | 28 | | 26 | | | |
| 1:30-1:45 | 26 | 287 | | | 339 | 23 | 83 | | 55 | | | |
| 1:45-2:00 | 9 | 297 | | | 317 | 19 | 59 | | 37 | | | |
| 2:00-2:15 | | | | | | | | | | | | |
| 2:15-2:30 | | | | | | | | | | | | |
| 2:30-2:45 | | | | | | | | | | | | |
| 2:45-3:00 | | | | | | | | | | | | |
| 3:00-3:15 | 17 | 246 | | | 314 | 11 | 57 | | 28 | | | |
| 3:15-3:30 | 17 | 210 | | | 284 | 13 | 41 | | 23 | | | |
| 3:30-3:45 | 24 | 265 | | | 338 | 24 | 32 | | 26 | | | |
| 3:45-4:00 | 24 | 251 | | | 328 | 23 | 40 | | 21 | | | |
| 4:00-4:15 | 18 | 241 | | | 324 | 31 | 21 | | 20 | | | |
| 4:15-4:30 | 20 | 259 | | | 342 | 32 | 23 | | 17 | | | |
| 4:30-4:45 | 22 | 254 | | | 330 | 24 | 29 | | 11 | | | |
| 4:45-5:00 | 13 | 261 | | | 337 | 18 | 18 | | 8 | | | |
| 5:00-5:15 | 14 | 295 | | | 364 | 23 | 26 | | 20 | | | |
| 5:15-5:30 | 27 | 268 | | | 463 | 44 | 26 | | 10 | | | |
| 5:30-5:45 | 30 | 267 | | | 390 | 79 | 16 | | 7 | | | |
| 5:45-6:00 | 58 | 270 | | | 363 | 95 | 43 | | 26 | | | |
| 6:00-6:15 | 23 | 274 | | | 367 | 49 | 15 | | 18 | | | |
| 6:15-6:30 | 9 | 235 | | | 274 | 12 | 20 | | 8 | | | |
| 6:30-6:45 | 5 | 207 | | | 234 | 3 | 19 | | 13 | | | |
| 6:45-7:00 | 2 | 155 | | | 163 | 3 | 10 | | 7 | | | |
| TOTAL | 996 | 10,360 | | | 10,964 | 1,347 | 1,104 | | 707 | | | |
| AM PK HR | 237 | 1,038 | | | 814 | 229 | 32 | | 31 | | | |
| MD PK HR | 104 | 1,264 | | | 1,376 | 150 | 220 | | 125 | | | |
| PM PK HR | 138 | 1,079 | | | 1,583 | 267 | 100 | | 61 | | | |

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2,085

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3,228
2,948
2,640
2,125

7:30-8:30
12:00-1:00
5:15-6:15



Harding Town Center Transportation Plan

APPENDIX F

Lane Configuration and Signal Phasing



Harding Town Center Transportation Plan

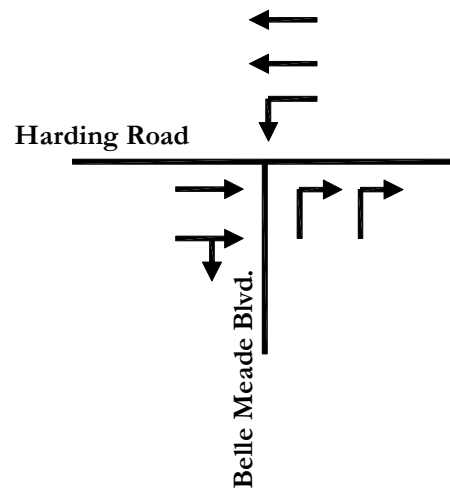
APPENDIX F

Lane Configuration and Signal Phasing

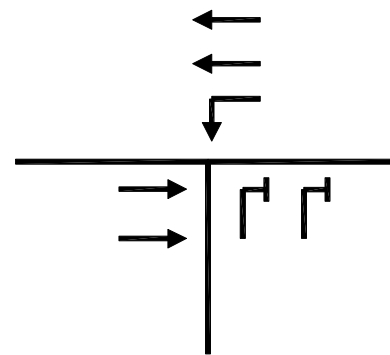
The contents of this section include diagrams and signal phasing schemes for the intersections studied within this transportation plan.



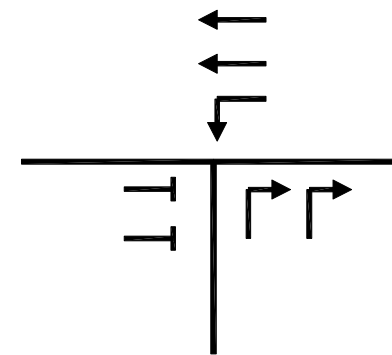
Harding Town Center Transportation Plan



Existing Laneage



Phase 1



Phase 2

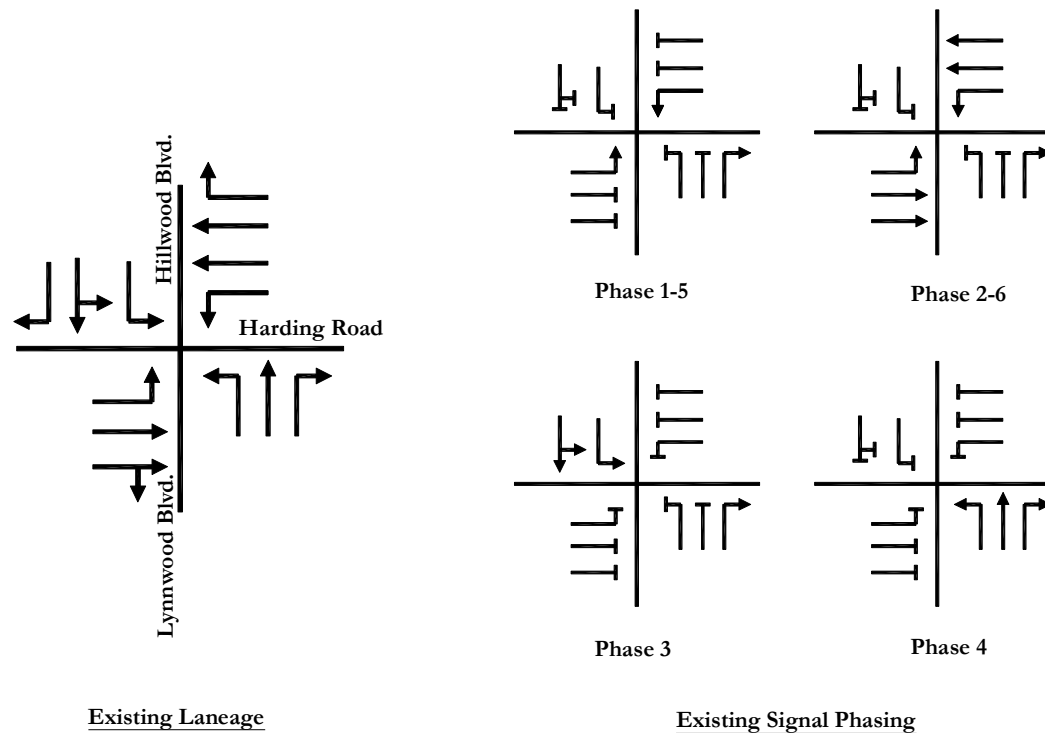


Existing Signal Phasing

Harding Road at Belle Meade Boulevard



Harding Town Center Transportation Plan

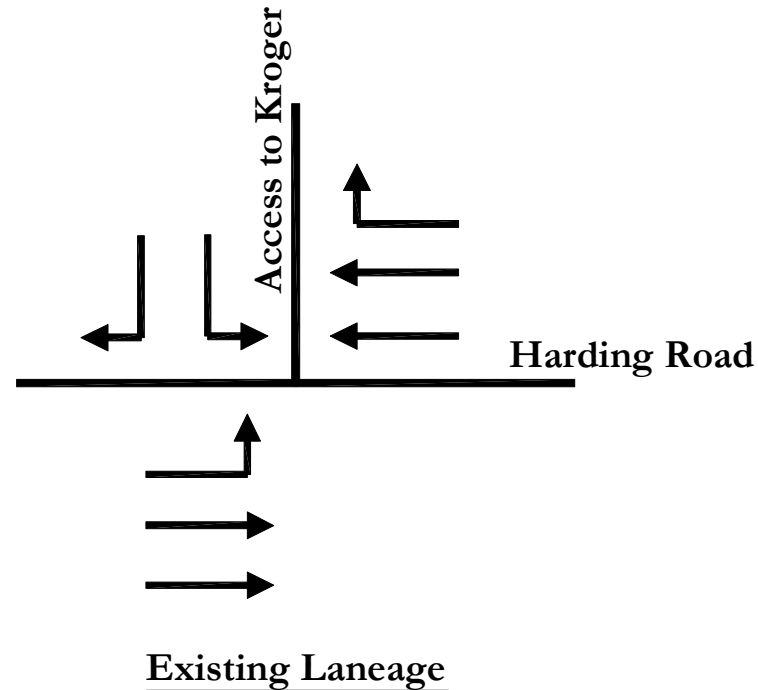


Harding Road at Hillwood Blvd. / Lynwood Blvd.



Harding Town Center Transportation Plan

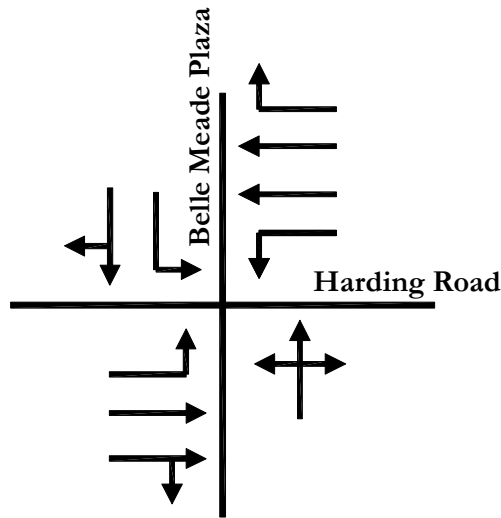
Note:
Stop Control on
Southbound Approach



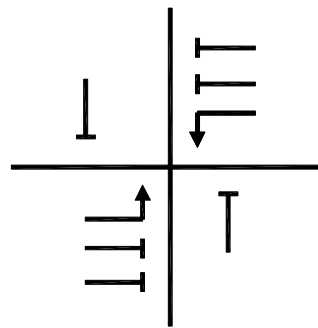
Harding Road at Access to Kroger



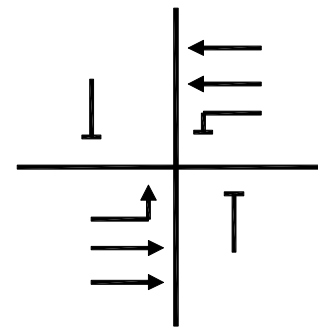
Harding Town Center Transportation Plan



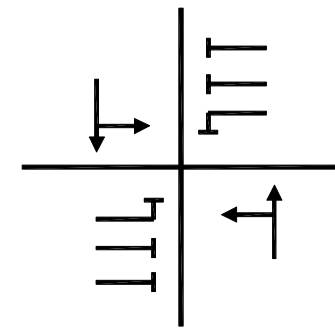
Existing Laneage



Phase 1-5



Phase 2-6



Phase 4-8

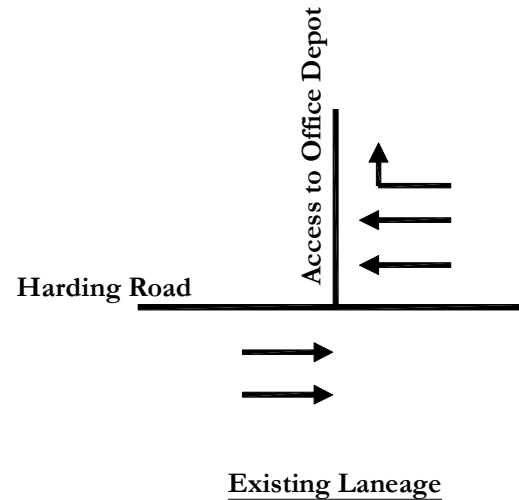
Existing Signal Phasing



Harding Road at Belle Meade Plaza



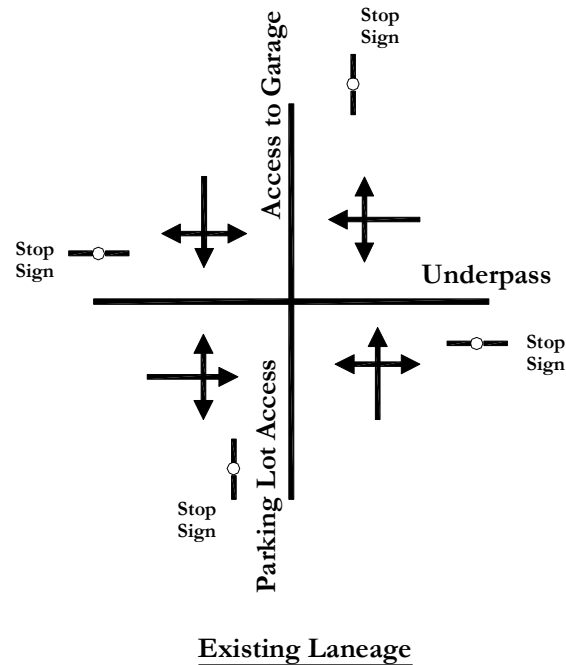
Harding Town Center Transportation Plan



Harding Road at Access to Office Depot



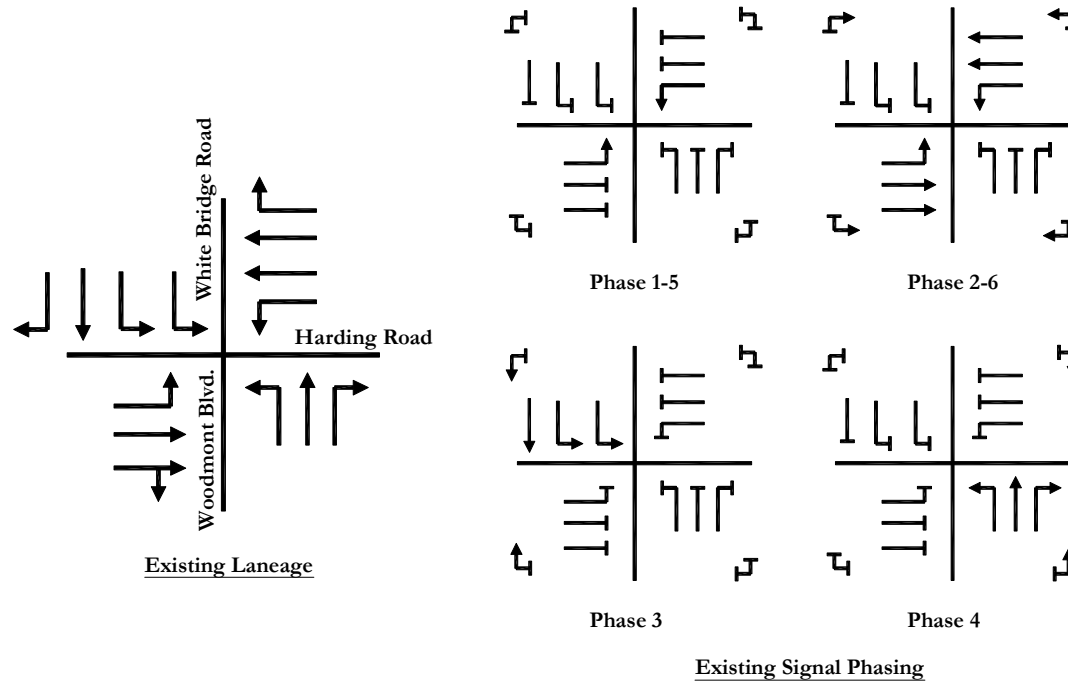
Harding Town Center Transportation Plan



Kenner Avenue at H.G. Hills Underpass



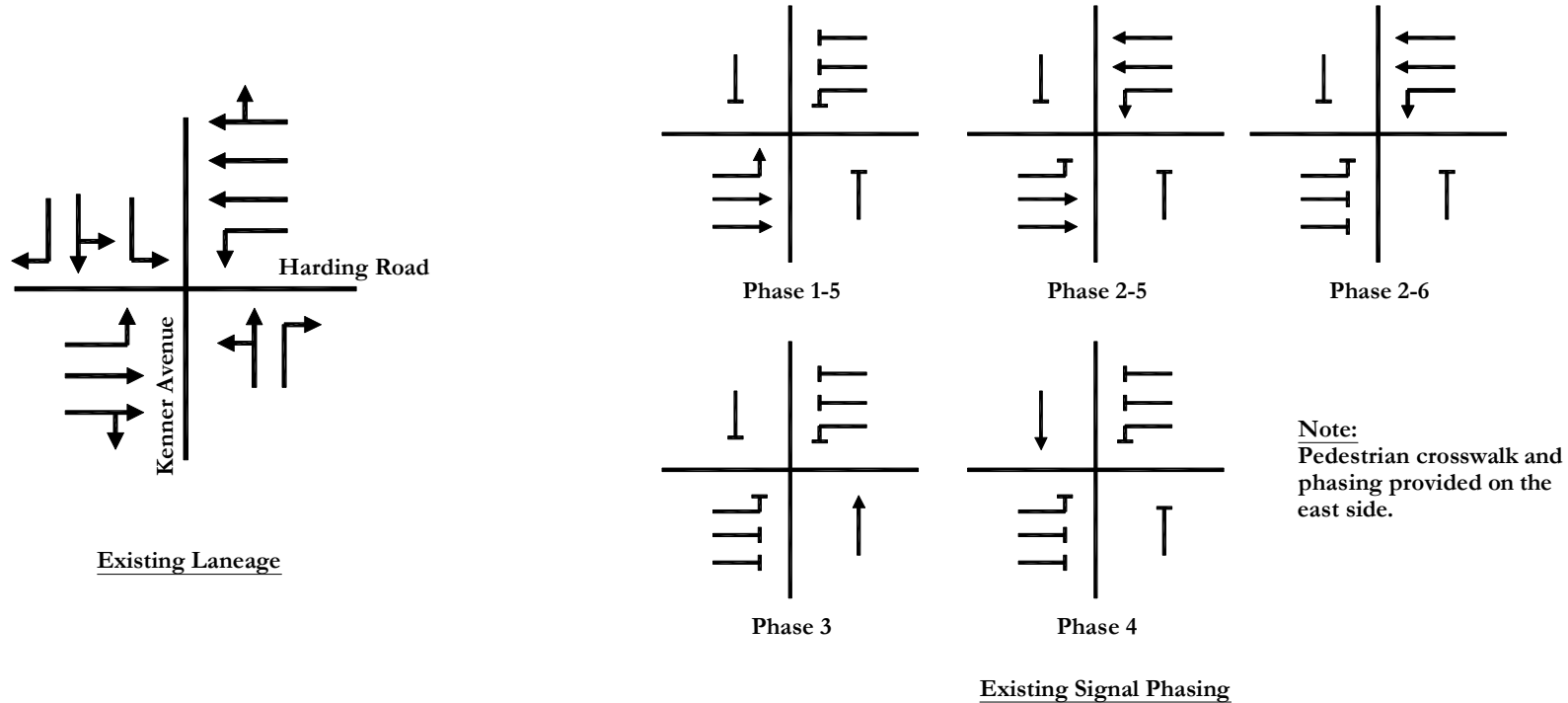
Harding Town Center Transportation Plan



Harding Road at White Bridge Road / Woodmont Blvd.



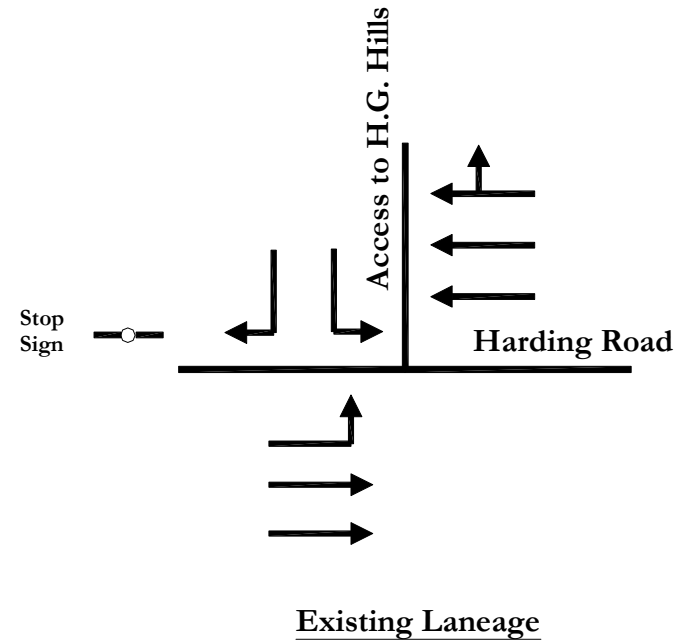
Harding Town Center Transportation Plan



Harding Road at Kenner Avenue



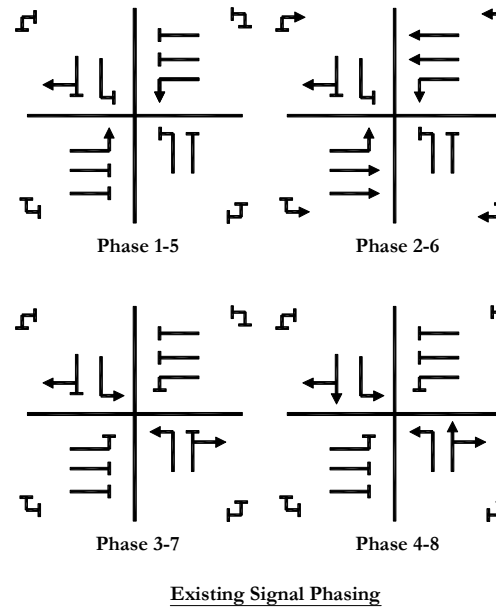
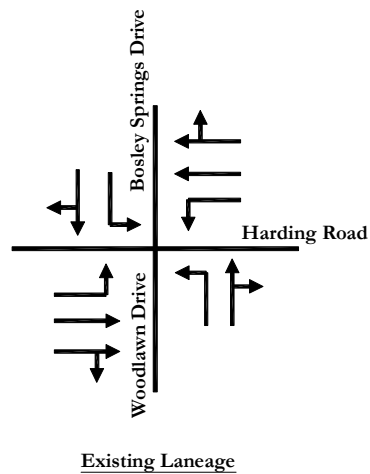
Harding Town Center Transportation Plan



Harding Road at H.G. Hills



Harding Town Center Transportation Plan

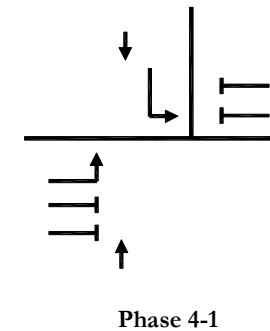
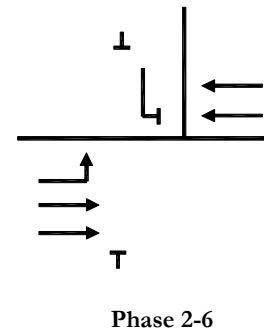
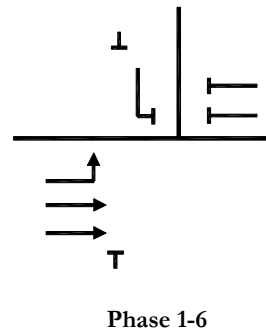
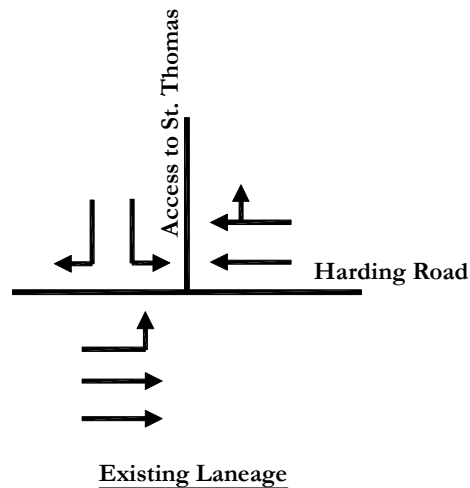


Harding Road at Bosley Springs Drive / Woodlawn Drive



Harding Town Center Transportation Plan

NOTE: Special Lane configuration for St Thomas Hospital access road exists consisting of, from the west, an outbound right turn lane, a through receiving lane, a grass median, an outbound left turn lane, and an inbound right turn lane



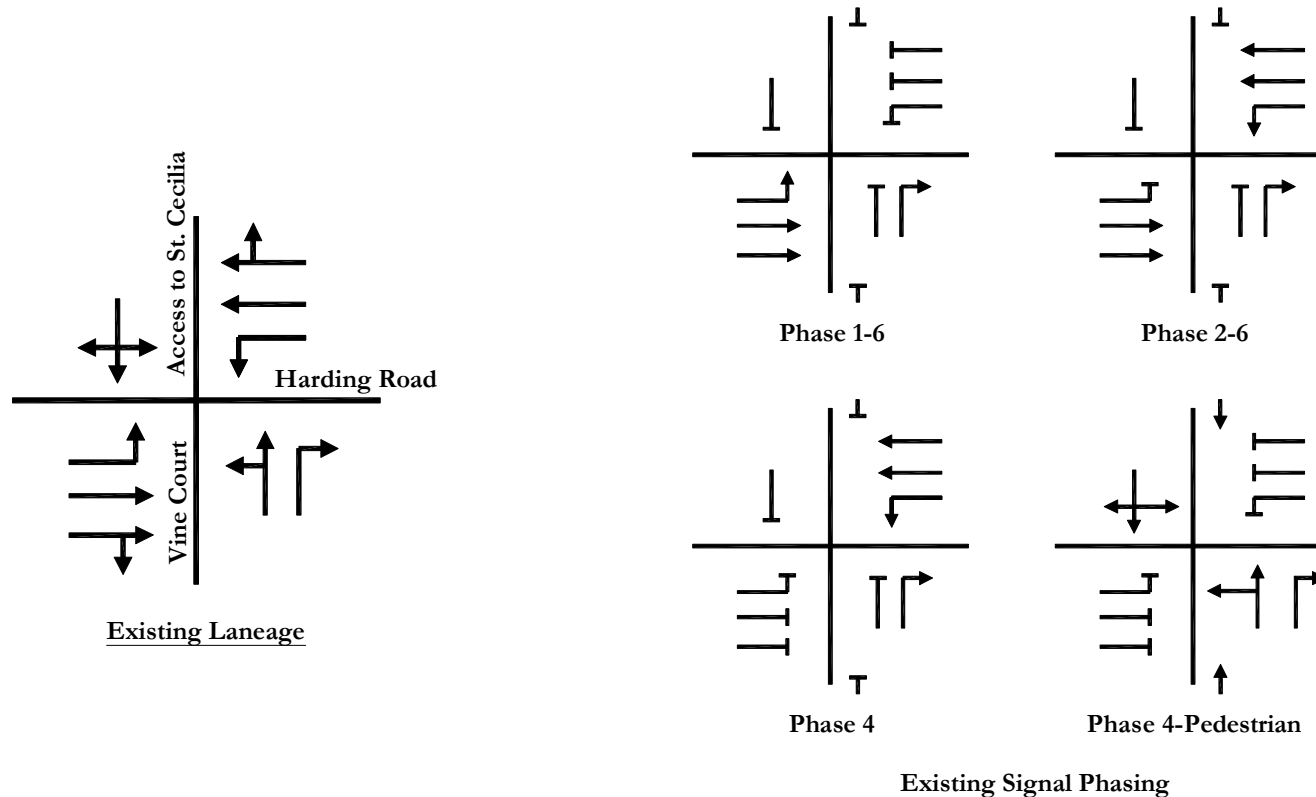
Existing Signal Phasing



Harding Road at Access to St. Thomas Hospital



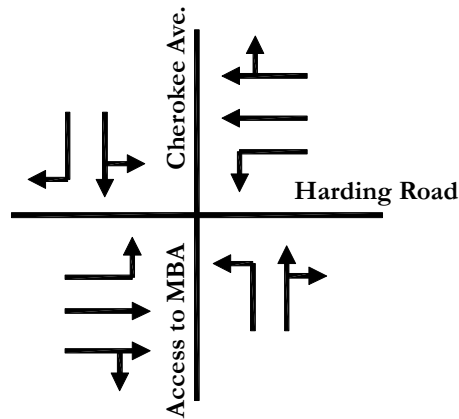
Harding Town Center Transportation Plan



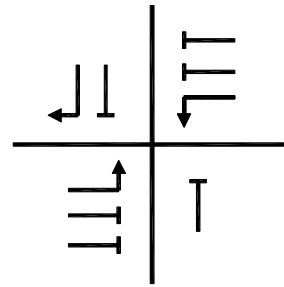
Harding Road at Vine Court / St. Cecilia



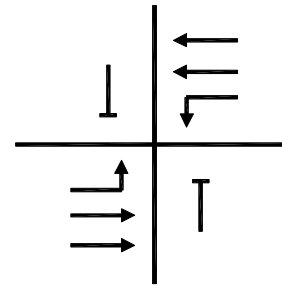
Harding Town Center Transportation Plan



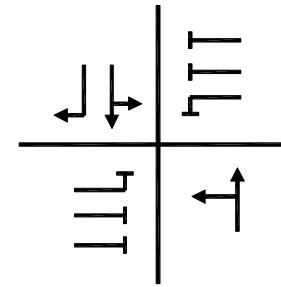
Existing Laneage



Phase 1-5



Phase 2-6



Phase 4-8

Existing Signal Phasing

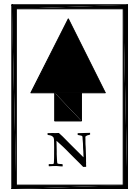
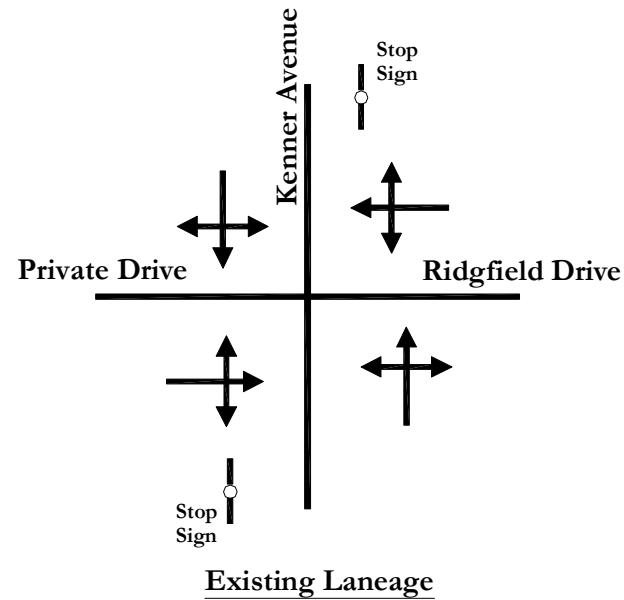
Note:
Pedestrian crosswalks and
phasing provided on the
east side and south side



Harding Road at Cherokee Ave.



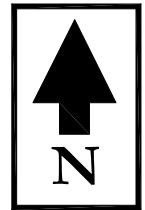
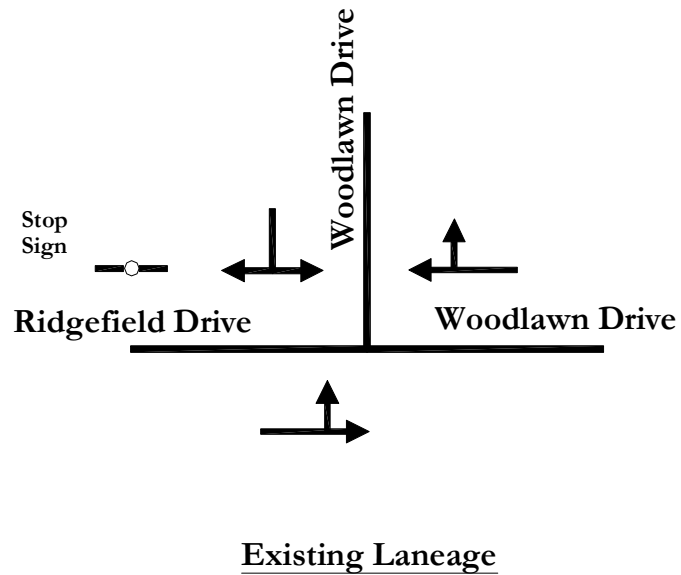
Harding Town Center Transportation Plan



Kenner Avenue at Ridgfield Drive



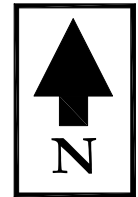
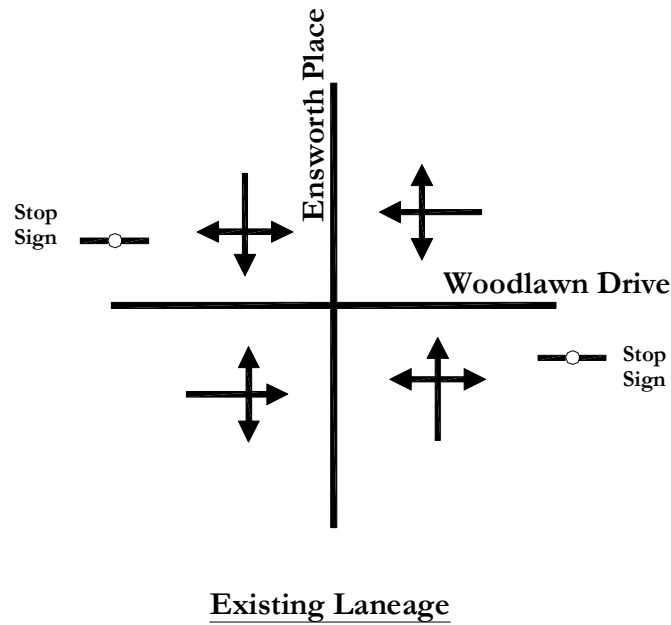
Harding Town Center Transportation Plan



Woodlawn Drive at Ridgefield Drive



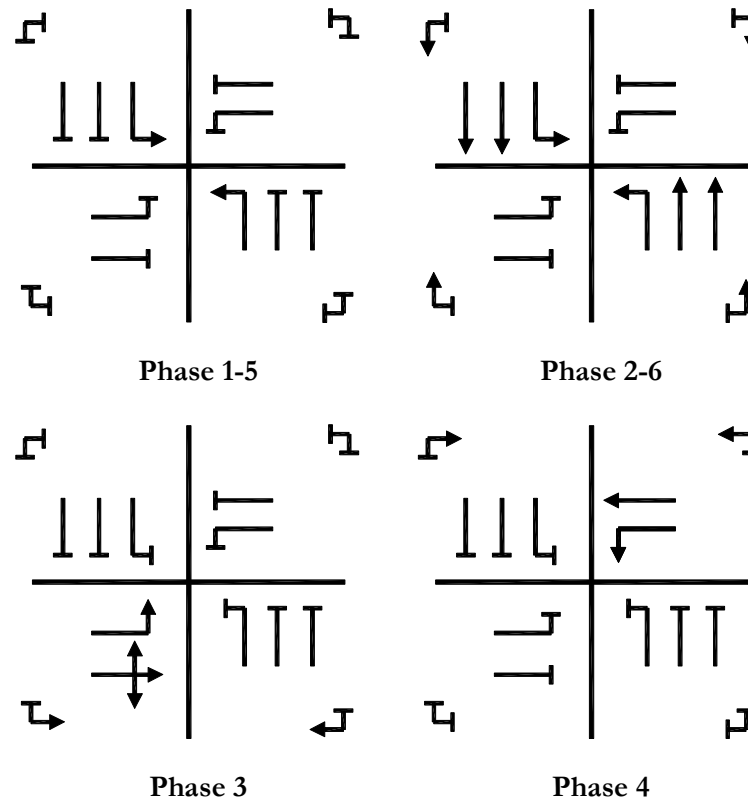
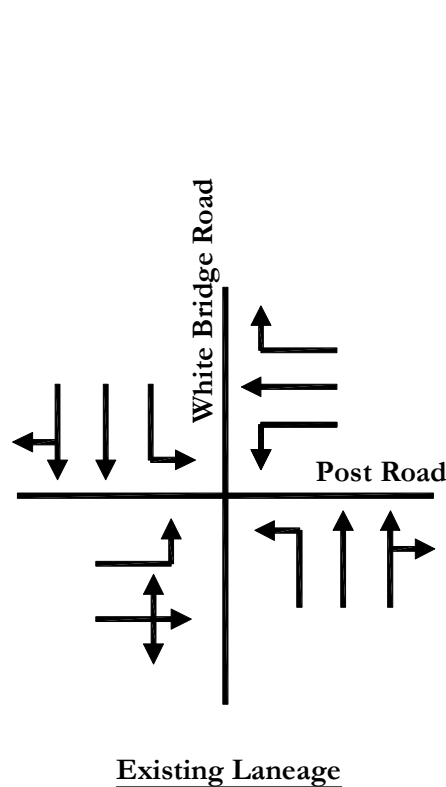
Harding Town Center Transportation Plan



Woodlawn Drive at Ensworth Place



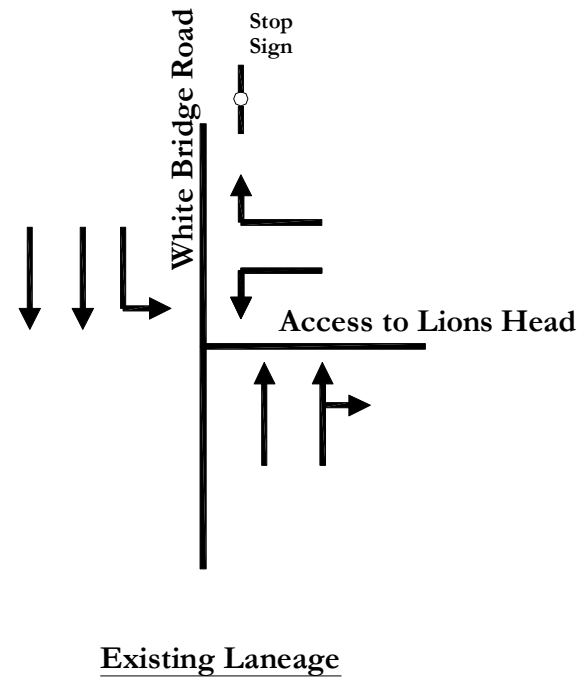
Harding Town Center Transportation Plan



White Bridge Road at Post Road



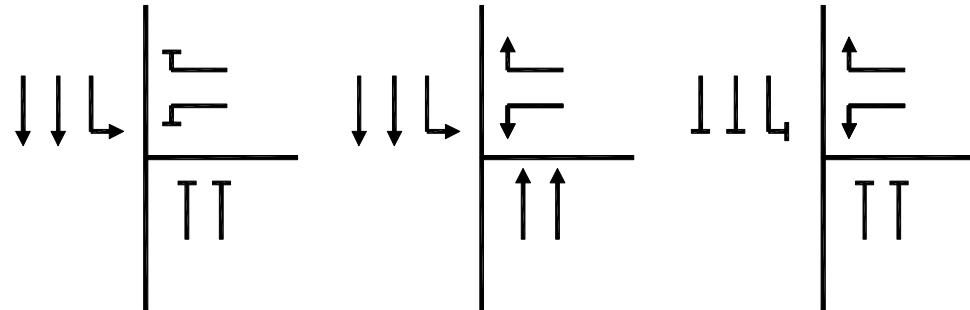
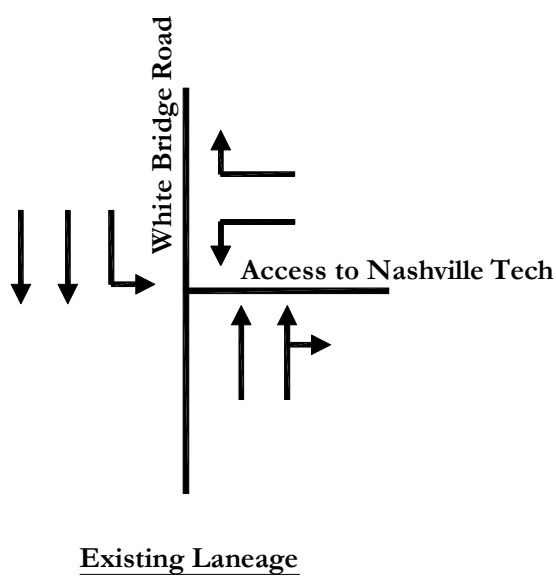
Harding Town Center Transportation Plan



White Bridge Road at Lions Head



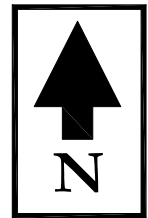
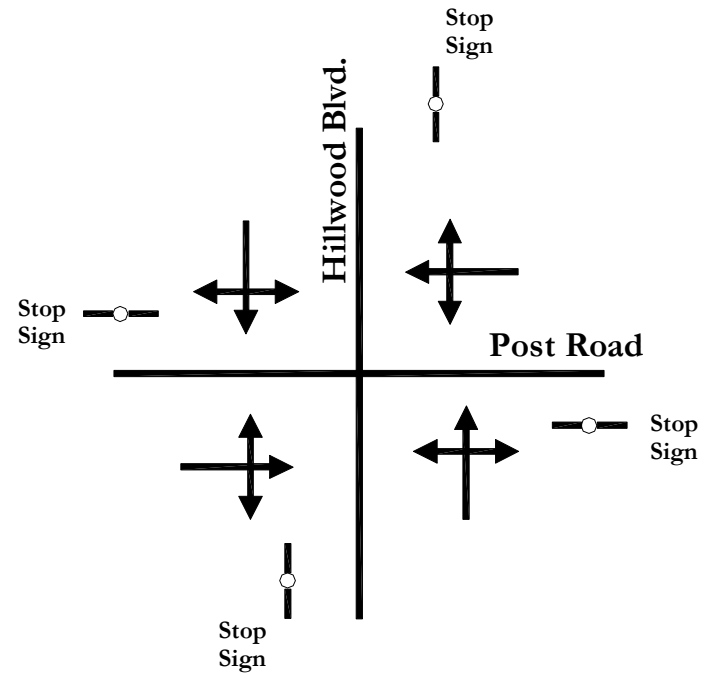
Harding Town Center Transportation Plan



White Bridge Road at Nashville Tech



Harding Town Center Transportation Plan



Existing Laneage

Hillwood Blvd. at Post Road